

## ASRS Database Report Set

# Recreational Aviation Incidents

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Report Set Description.....A sampling of reports referencing a variety of recreational aviation incidents, including balloons and ultralight aircraft.

Update Number.....7.0

Date of Update .....October 9, 2003

Number of Records in Report Set.....50

Number of New Records in Report Set .....23

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "Linda J. Connell".

Linda J. Connell, Director  
Aviation Safety Reporting System

## CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

**Time**

Date : 200201

Day : Thu

**Place**

Locale Reference.Airport : STS.Airport

State Reference : CA

Altitude.MSL.Single Value : 300

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : STS.Tower

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1960

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 260

ASRS Report : 534259

**Person / 2**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Alert

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

DURING A VISUAL APCH TO STS AT ABOUT 200 FT ALT, THE TWR SAID 'I SEE NO GEAR, GO AROUND OR EXTEND THE GEAR.' I EXTENDED THE GEAR AND MADE AN UNEVENTFUL LNDG. TWR DID NOT SEEM CONCERNED, AS THOUGH IT WAS ALL IN A DAY'S WORK. MY PLANE HAS NO GEAR WARNING, SO I CHK GEAR TWICE -- FIRST ON DOWNWIND, AND AGAIN COMING OVER THE FENCE. THIS TIME I HAD MISSED THE FIRST CHK, BUT HOPEFULLY WOULD HAVE CAUGHT THE OMISSION COMING OVER THE FENCE. BUT ANYWAY, THE TWR'S HEADS-UP ACTION WAS MUCH APPRECIATED AND I TOLD THEM SO. I WILL BE MORE VIGILANT IN MY GUMPS CHKS IN THE FUTURE.

Synopsis :

A LANCAIR IV PLT ALMOST PERFORMS A GEAR-UP LNDG WITH THE TWR ADVISING HIM ON SHORT FINAL OF THE MISSING GEAR AT STS, CA.

## **Time**

Date : 200201

Day : Sat

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : HDH.Airport

State Reference : HI

## **Environment**

Flight Conditions : VMC

Ceiling : CLR

## **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Sail Plane

Mission : Pleasure

## **Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Sail Plane

Mission : Training

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 376

Experience.Flight Time.Last 90 Days : 8.1

Experience.Flight Time.Type : 376

ASRS Report : 535133

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 25

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

PREPARING TO LAND RWY 8 AT DILLINGHAM AIRFIELD, HI. XING RWY AT 700 FT OVER THE DESIGNATED 'IP,' ANOTHER SAILPLANE CUT INTO THE PATTERN IN FRONT OF ME. I WIDENED MY PATTERN AND SLOWED TO INCREASE SPACING, EXTENDED DOWNWIND AND SAW THE OTHER GLIDER HAD THE RWY MADE. TURNED IN TO LAND. OTHER GLIDER HAD NOT ROLLED VERY FAR OFF THE RWY. I MADE A NORMAL LNDG AND ROLLED OUT PAST THE STOPPED GLIDER. THERE WAS NO DANGER OF COLLISION, BUT BECAUSE THE OTHER GLIDER HAD STOPPED CLOSER TO THE RWY THAN USUAL, THERE WAS LESS THAN NORMAL CLRNC AS I WENT BY. I BELIEVE THE OTHER GLIDER WAS A TRAINING FLT. IT APPEARED HE GOT HIMSELF A LITTLE TOO LOW AND SLOW, LNDG WITHOUT ENOUGH ENERGY TO TAXI CLR OF THE RWY.

Synopsis :

AN SPN PLT, ON LNDG ROLL AT HDH, HI, HAD A NEAR MISS WITH THE SAILPLANE HE WAS FOLLOWING WHEN IT DID NOT CLR THE RWY.

**ACN: 535592**

### **Time**

Date : 200201

Day : Mon

Local Time Of Day : 1801 To 2400

### **Place**

State Reference : AZ

### **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

### **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 508

Experience.Flight Time.Last 90 Days : 28

Experience.Flight Time.Type : 360

ASRS Report : 535592

### **Events**

Anomaly.Non Adherence.Other : SAFETY ISSUE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

### **Supplementary**

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Company

Problem Areas : Environmental Factor



Narrative :

THIS UNSAFE CONDITION IS THE RESULT OF LIGHTS BLINDING AND/OR DISORIENTING PLTS ON SHORT FINAL TO TOUCH DOWN. THIS CONDITION WAS CREATED WITH A PRIVATE AIRPARK ADJACENT TO AN INDIAN RESERVATION. THE AIRPARK HAS 50 PLUS ACFT. THE YAVAPAI-APACHE BUILT A CASINO ON THE RESERVATION WITH NO ILL AFFECTS TO THE NATION OR THE AIRPARK. IN 2001 THE NATION INSTALLED A ROTATING BEACON OF LIGHTS ON THE ROOF OF THE CASINO. THESE APPROX TWELVE BEACONS ARE IN THE SHAPE OF A CONE THAT ROTATE AND ARE DIRECTED OVER THE RWY OF THE AIRPARK. THE LIGHTS ARE DIRECTED AT A HIGHWAY ON A HILL APPROX FIVE MILES AWAY. DUE TO THE DRY AIR OF ARIZONA THE BEACONS VIEWED FROM THE SIDE ARE VIRTUALLY INVISIBLE. THE ROTATING BEAMS OF LIGHT ARE NOT SEEN UNTIL TURNING FROM BASE TO FINAL THEN ARE VIEWED DIRECTLY INTO THE BEAM. CONVERSATION WITH THE CASINO MANAGER MET WITH LITTLE COOPERATION IN REDIRECTING OR EXTINGUISHING THE LIGHTS. THE LIGHTS ARE ON FROM THE ONSET OF DARKNESS UNTIL AROUND 3:00 AM. IT IS RECOGNIZED THAT THE RESERVATION IS A SOVEREIGN NATION AND NOT SUBJECT TO THE LAWS OF THE UNITED STATES OR THE STATE OF ARIZONA. BUT, ONCE THESE LIGHT BEAMS CROSS THE PROPERTY LINE THEY ARE NO LONGER ON THE SOVEREIGN NATION BUT IN FEDERAL AVIATION AIRSPACE.

Synopsis :

AMATEUR BUILT SMA PRIVATE PLT IS TEMPORARILY BLINDED DURING A NIGHT APCH AND LNDG AT A PRIVATE ARPT DUE TO FLOODS LIGHTS SHINING INTO HIS EYES FROM AN INDIAN OWNED CASINO ADJACENT TO THE AIRFIELD.

## **Time**

Date : 200201

Day : Thu

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 5500

## **Environment**

Flight Conditions : VMC

Ceiling.Single Value : 12000

## **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 300

ASRS Report : 536246

## **Person / 2**

Function.Controller : Radar

## **Events**

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2 (artcc ctrl)

Resolatory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

VFR FLT FROM ZZZ TO ZZZ1. CHKED NOTAMS, WX, OTHER RELEVANT INFO ON COMMERCIAL WEBSITE AND DUATS DOT COM. OBTAINED DUATS BRIEFING, PAYING ATTENTION FOR NOTAMS AND TFRS. BECAUSE OF STRONGER THAN FORECAST WINDS. DECIDED TO MAKE AN UNSCHEDULED FUEL STOP AT ZZZ2. CALLED UNICOM 20 TO 25 MILES OUT AND GOT NO RESPONSE. CALLED UNICOM AGAIN AND GAVE POSITION REPORTS NUMEROUS TIMES, WITH NO RESPONSE. UPON LNDG, NOTIFIED BY FBO AT ZZZ2 THAT A TFR WAS VIOLATED AND WAS GIVEN 2 NUMBERS TO CALL, ZZZ CENTER AND SOMEONE IN CHARGE OF THE TFR. I CALLED BOTH NUMBERS IMMEDIATELY AND GAVE THEM A FULL DESCRIPTION OF THE EVENTS AND PLANNING. WAS THEN TOLD THEY WOULD FILE THE PAPERWORK. ALSO, CONTACTED NEXT MORNING BY THE FAA. STEPS I WILL TAKE IN FUTURE: CHK ALL AVAILABLE SOURCES IN MORE DETAIL. CHK A WIDER CORRIDOR ON ROUTE TO ALLOW FOR UNEXPECTED DEVIATIONS. SUGGESTIONS: ADD TFRS TO ELECTRONIC SOURCES OF NAVIGATION INFO SUCH AS MY IFR GPS DATABASE, WHICH I UPDATE EVERY 28 DAYS. ADD TFRS TO NEW PRINTED MATERIAL CHARTS, ETC. ENCOURAGE UNICOMS TO USE THEIR RADIOS. ZZZ2 HAD A BASE STATION, AND HAD AMPLE TIME TO MENTION THE TFR GIVEN OUR RADIO CALLS. HOWEVER, THEIR RADIO WAS OFF, EVEN THOUGH THE FBO WAS MANNED BY SEVERAL PEOPLE. NOTE: I BELIEVE THIS TFR WAS REMOVED 1 DAY AFTER THE VIOLATION.

Synopsis :

SMA PLT FLEW THROUGH TEMPORARY RESTR AIRSPACE DURING AN UNSCHEDULED STOP FOR FUEL AT A NON CTLED ARPT.

**Time**

Date : 200202

Day : Fri

Local Time Of Day : 0601 To 1200

**Place**

State Reference : LA

**Environment**

Flight Conditions : VMC

Ceiling.Single Value : 3000

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 21

ASRS Report : 537266

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

Resolutory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Aircraft

Narrative :

I HAD BEEN FLYING APPROX 1/2 HRS WHEN THE ENG STARTED MISSING AND LOST PWR. THERE WAS APPROX 45 GALS OF FUEL ONBOARD. I COULD NOT GET THE ENG RESTARTED. I PICKED AN OPEN FIELD, LANDED THE ACFT GEAR UP (TO REDUCE DAMAGE AND TO KEEP FROM GOING OVER INVERTED). ABOUT THE ONLY DAMAGE TO THE ACFT WAS A BENT PROP BLADE. I WAS ALONE WITH NO INJURY. THERE WAS NO PROPERTY DAMAGE. THE FUEL INJECTION SYS IS BEING OVERHAULED.

Synopsis :

HOME BUILT GLASAIR III PLT HAD ENG FAILURE AND MADE A FORCED OFF ARPT LNDG.

**Time**

Date : 200112

Day : Mon

Local Time Of Day : 1201 To 1800

**Place**

State Reference : FL

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Sail Plane

Mission : Pleasure

**Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Small Aircraft

Mission.Other : GLIDER TOW

**Aircraft / 3**

Operator.General Aviation : Personal

Make Model : Small Aircraft

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 12

ASRS Report : 537715

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Flight Crew : Single Pilot

**Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 10

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

TOW PLANE AND GLIDER TAKING OFF FROM GRASS AREA BESIDE RWY 7/25 IN A SE DIRECTION XING RWY 7 ABOUT MIDWAY. PWR TFC LNDG RWY 7 FROM OUR R SIDE WAS ON RWY, STILL MOVING. NEITHER TOW PLT NOR I SAW THIS ACFT UNTIL WE WERE JUST PAST HIS LINE OF MOVEMENT, WITH AN ALT OF PROBABLY 10 FT. THE PWR PLT WAS MOVING AT A RATE OF SPD TO WHERE HE COULD HAVE STOPPED IF NECESSARY. IT COULD POSSIBLY HAVE BEEN A SERIOUS ACCIDENT HAD CLOSING RATES BEEN FASTER, BUT THE PWR PLT WAS ABLE TO STOP SAFELY BEFORE REACHING OUR FLT PATH.

Synopsis :

RWY INCURSION AND CONFLICT OCCURS WHEN A GLIDER AND ITS TOW PLANE ALMOST COLLIDE WITH LNDG TFC AS THEY TAKE OFF ACROSS THE ACTIVE RWY FROM A GRASSY AREA AT A NON TWR ARPT, HEG, FL.

**Time**

Date : 200202

Day : Tue

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : UBS.Airport

State Reference : MS

Altitude.MSL.Single Value : 3800

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Business

Flight Phase.Descent : Vacating Altitude

**Aircraft / 2**

Make Model : Beechcraft Twin Turboprop Undifferentiated or Other Model

Flight Phase.Descent : Holding

**Aircraft / 3**

Make Model : Cessna 318 (T-37)

Flight Phase.Descent : Holding

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 538131

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Events**

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance



Narrative :

I WAS IN DSCNT FOR LNDG AT LOWNDES ARPT, TALKING TO COLUMBUS APCH, VFR, WITH INSTRUCTIONS TO REMAIN VFR AND AVOID THE CLASS C AIRSPACE. A MIL ACFT WAS IN HOLDING BTWN ME AND THE ARPT (UNKNOWN TO ME) AND HIS TCASII ACTIVATED. ABOUT THIS TIME I SAW HIM AND HE WAS WELL CLR OF ME BUT HE EXECUTED AN EVASIVE MANEUVER (CLB) WHICH CONFLICTED WITH A T37 THAT WAS ABOVE HIM. I TOLD APCH I HAD HIM IN SIGHT AND APCH I THINK GAVE HIM INSTRUCTIONS TO AVOID THE T37. TCASII IN MY EXPERIENCE CREATES PROBS ON OCCASION. AS AN ACR CAPT, I HAVE SEEN TIMES WHEN ITS VALUE WAS HIGHLY QUESTIONABLE IF NOT DOWNRIGHT DANGEROUS.

Synopsis :

EXPERIMENTAL PLT FAILED TO SEE A MIL BEECH JET IN A HOLDING PATTERN. HE CAUSED A TCASII RA WITH THE BEECH JET.

## **Time**

Date : 200202

Day : Sun

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

## **Aircraft / 2**

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Sky Diving

Flight Phase.Cruise : Level

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 330

ASRS Report : 538497

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Events**

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Anomaly Accepted

Resolutory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Airport

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

DURING TKOF ROLL ON RWY 6 AT ZZZ THIS AFTERNOON, A VHF XMISSION '...AWAY OVER THE FIELD' WAS HEARD ON 122.7, AND ABOUT THEN 6 OR 8 PARACHUTES WERE OBSERVED OVERHEAD AND DSNDING TO LNDG SPOT ABOUT 1000 FT TO THE R OF THE RWY. IT WAS TOO LATE TO ABORT THE TKOF AND NONE OF THE JUMPERS WERE IN THE DEP FLT PATH SO SAFETY OF FLT WAS NOT COMPROMISED, BUT THE EXPERIENCE WAS A BIT UNNERVING FOR THIS PLT AND PROBABLY THE JUMPERS. MANY PLTS IN THE ST LOUIS AREA (INCLUDING THIS ONE) DO NOT NORMALLY FLY INTO OR OUT OF ARPTS WITH ONGOING PARACHUTE OPS. THE LEGITIMATE PASTIME OF PEOPLE JUMPING OUT OF AIRPLANES OVER UNCTLED ARPTS ON A SUNDAY AFTERNOON IS NOT A PROB, BUT PLTS UNFAMILIAR WITH SUCH LCL UNCTLED OPS COULD BE A PROB. PERHAPS, IF THERE IS A WAY TO DO IT, A MESSAGE TO AREA PLTS ON THIS SUBJECT WOULD HEIGHTEN AN AWARENESS TO BE ESPECIALLY ALERT WHEN ON AN UNCTLED ARPT WITH PARACHUTE OPS. THIS IS ESPECIALLY TRUE FOR PLTS ACCUSTOMED TO FLYING OUT OF CTLED ARPTS WHERE ATC KEEPS ONE INFORMED OF SUCH EVENTS. AN ATIS/AWOS TYPE SVC BY PARACHUTE ORGANIZATIONS WOULD BE HELPFUL IN ALERTING NON LCL PLTS OF ON-GOING PARACHUTE OPS.

Synopsis :

SMA EXPERIMENTAL PLT IS SURPRISED TO FIND SKYDIVERS FALLING OUT OF THE SKY WHILE ON TKOF ROLL.

**Time**

Date : 200202

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : VGT.Airport

State Reference : NV

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : VGT.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 900

Experience.Flight Time.Last 90 Days : 5

Experience.Flight Time.Type : 50

ASRS Report : 538566

**Person / 2**

Experience.Flight Time.Total : 1350

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 7

ASRS Report : 538567

**Person / 3**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

THE INCIDENT OCCURRED WHILE TAXIING FROM PARKING AREA TO RWY 30L AT VGT. WE WERE CLRED TO RWY 30L. I PLANNED TO USE THE TXWY ON THE PARKING APRON, THEN TO TXWY B VIA TXWY C TO RWY 30L. GND CTL DIRECTED US TO USE TXWY A, I TURNED TO USE THIS TXWY. A SHORT WHILE LATER, WE WERE INSTRUCTED TO USE TXWY B. BY THIS TIME, WE WERE PAST THE SIGNS FOR TXWY B. I APPLIED THE BRAKES AS TXWY A WAS TAKING US TO CROSS RWY 30L, OUR MOMENTUM CARRIED US OVER THE HOLD LINE. WE DID NOT ENTER THE RWY PROPER. WE CALLED GND CTL AND WERE DIRECTED TO DO A 180 DEG TURN AND PROCEED TO TXWY B. I FEEL THE INCIDENT WAS CAUSED BY A BREAKDOWN IN COM IN THE DIRECTIONS I WAS TO FOLLOW AND I WAS TOO SLOW TO STOP BEFORE THE HOLD LINE AND STRAIGHTEN THE SIT OUT. THINGS DONE TO PREVENT SUCH AN EVENT THAT FAILED TO PREVENT THIS INCIDENT: 1) I HAVE ONLY FLOWN WITH A CFI AT VGT TO PREVENT ERRORS DUE TO MY LOW CURRENT FLYING TIME. 2) WE HAD AN ARPT DIAGRAM CARD. 3) I READ BACK THE GND CTL INSTRUCTIONS, AS I UNDERSTOOD THEM. THE SECTION OF TXWY A WE USED IS VERY SHORT. TO HELP PREVENT SUCH INCIDENTS, ONE SHOULD BE ATTUNED TO THE TXWY INTXNS AND THE INSTRUCTIONS SHOULD BE VERY CLR. AVOIDING THIS AREA BY USING THE APRON TXWY WOULD, I BELIEVE, HELP PREVENT THE CONFUSION WE EXPERIENCED. SUPPLEMENTAL INFO FROM ACN 538567: I BELIEVE THE BEST WAY TO SOLVE THE PROB IS MORE AWARENESS OF ARPT DIAGRAMS AND BETTER KNOWLEDGE OF ARPT SIGNAGE. THE FLC SHOULD KNOW OR ASK.

Synopsis :

A RWY INCURSION WHEN AN EXPERIMENTAL 47-V PLT CROSSES THE HOLD SHORT LINE FOR RWY 30L AT VGT, NV.

**Time**

Date : 200202

Day : Sun

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : VRB.Airport

State Reference : FL

Altitude.MSL.Single Value : 600

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : VRB.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Route In Use.Approach : Visual

**Aircraft / 2**

Controlling Facilities.Tower : VRB.Tower

Operator.General Aviation : Personal

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Mission : Training

**Aircraft / 3**

Controlling Facilities.Tower : VRB.Tower

Operator.General Aviation : Personal

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Mission : Training

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2260

Experience.Flight Time.Last 90 Days : 12

Experience.Flight Time.Type : 75

ASRS Report : 538713

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Flight Crew : Single Pilot

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Executed Go Around

Resolutive Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 150

Miss Distance.Horizontal : 50

**Supplementary**

Problem Areas : ATC Human Performance

## Problem Areas : Flight Crew Human Performance

### Narrative :

AFTER A DELAY E OF VRB, I WAS 'CLRED TO LAND' RWY 29L. AT APPROX 1 MI FINAL, CTLR CLRED OTHER ACFT 'CLRED FOR TKOF RWY 29L.' FORCED ME TO ABORT LNDG, THEN CLRED ME TO LAND RWY 29R. WHILE CLBING IN R TURN, CONFLICTED WITH ANOTHER ACFT WHICH WAS ENTERING FROM THE N FOR RWY 29R. THIS IS NOT AN ISOLATED CASE. SITS LIKE THIS HAVE BECOME TOO COMMON AND WE HAVE OBSERVED CONFLICTS INVOLVING ACFT FROM LONGEZE TO C340.

### Synopsis :

LANCAIR ES PLT EXPERIENCED ATCT LCL CTLR HANDLING PROBS AND HAD AN NMAC AT VRB.

**Time**

Date : 200203

Day : Fri

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : JRF.Airport

State Reference : HI

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 22

Experience.Flight Time.Type : 20

ASRS Report : 540308

**Person / 2**

Function.Controller : Local

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

**Supplementary**

Problem Areas : Flight Crew Human Performance



Narrative :

I TOUCHED DOWN ON RWY 4R AT KALAELOA AIRFIELD IN HAWAII, GEAR DOWN, FLAPS EXTENDED. I PROCEEDED DOWN THE RWY, SELECTED FLAPS UP, FULL PWR. THE L WING STARTED TO DROP. I CORRECTED AND AT THAT TIME THE PROP STRUCK THE GND AND THE YAK-52 SETTLED IN A GEAR UP POS. I THINK ABOUT WHAT MIGHT HAVE HAPPENED IS THAT AFTER I SELECTED GEAR UP I GOT BEHIND THE TORQUE AND THE WING DROPPED COAT THE PROP, AND THE PROP DAMAGE LOOSING THRUST JUST SETTLED DOWN WITH GEAR UP.

Synopsis :

YAK-52 PLT INADVERTENTLY SELECTED GEAR UP INSTEAD OF FLAPS DURING TOUCH-AND-GO TKOF RESULTING IN THE LNDG GEAR RETRACTING AND THE ACFT SETTLING BACK ON THE RWY.

**Time**

Date : 200203

Day : Tue

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : LVK.Airport

State Reference : CA

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : LVK.Tower

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

**Aircraft / 2**

Controlling Facilities.Tower : LVK.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 220

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 35

ASRS Report : 541062

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER ENG START, I RECEIVED ATIS AND CONTACTED LIVERMORE GND FOR TAXI CLRNC WITH ATIS, REQUESTING R XWIND DEP. I WAS AUTH TO TAXI TO RWY 7R, AND READ BACK MY TAXI CLRNC. I WAS AWARE THAT THIS CLRNC WOULD REQUIRE ME TO CROSS RWY 7L, WHICH I WAS ALSO AWARE WAS ACTIVE. DURING TAXI, I THOUGHT IT CURIOUS THAT I WOULD BE DIRECTED TO RWY 7R, BUT FIGURED IT WAS TO ALLOW THE R XWIND DEP REQUEST. I RECALL THINKING DURING TAXI THAT MY CLRNC ALLOWS ME TO TAXI TO THE ASSIGNED RWY, XING OTHER RWYS, BUT DOES NOT ALLOW ME TO TAXI ONTO MY ASSIGNED RWY. DURING TAXI, THERE WAS CONTINUOUS RADIO TFC BTWN GND CTLR AND ACFT REQUESTING RADIO CHK. THE CTLR RPTED HIS XMISSIONS AS UNREADABLE, YET I AND ANOTHER ACFT ON FREQ COULD READ LOUD AND CLR. THE OTHER RECEIVING ACFT RPTED THIS CONDITION TO GND. UPON ARRIVING AT RWY 7L, I CHKED FOR TFC AND NOTED AN ACFT IN POS (HOLDING) ON RWY 7L. ENG WAS IDLING, AND IT WAS CLR THAT IT DID NOT POSE A HAZARD. I PROCEEDED ACROSS THE HOLD LINE (FOR RWY 7L) AND RPTED TO GND THAT I WAS PROCEEDING ACROSS RWY 7L. GND ASKED ME TO SAY AGAIN, AND I REPEATED MY XMISSION. I WAS EXITING THE R EDGE OF RWY 7L WHEN GND INFORMED ME NOT TO CROSS, THAT I HAD BEEN CLRED TO RWY 7L, NOT RWY 7R. I WAS DIRECTED TO HOLD POS BTWN RWYS, AND CONTACT TWR. AFTER RUN-UP, I WAS CLRED TO DEPART FROM RWY 7R WITH A R XWIND DEP. HUMAN PERFORMANCE CONSIDERATIONS: THERE IS NO WAY FOR ME TO BE CERTAIN AT THIS TIME IF MY CLRNC WAS TO TAXI TO RWY 7L OR RWY 7R. I CAN FURTHER NOT BE CERTAIN IF MY READBACK WAS CORRECT. I DO KNOW THAT I WAS SURPRISED BY THE CLRNC, AND WAS NOT HEARING WHAT I ASSUMED OR EXPECTED TO BE MY CLRNC. FROM THE TIME I RECEIVED TAXI INSTRUCTIONS, I WAS UNDER THE IMPRESSION THAT I WAS TO TAXI TO THE 'FAR' RWY. AS A LOW TIME PLT, AND BEING AWARE OF RWY INCURSION AS A SIGNIFICANT SAFETY CONCERN, I DECIDED TO CONFIRM WITH GND BEFORE PROCEEDING ACROSS RWY 7L. I CLRED SHOULD HAVE HELD BEHIND THE HOLD LINE UNTIL RECEIVING POSITIVE CONFIRMATION, GIVEN MY SURPRISE AT WHAT I BELIEVE WAS MY CLRNC. HAD THE ACFT IN POS ON RWY 7L NOT BEEN CLRLY HOLDING, I WOULD NOT HAVE PROCEEDED. THE APCH END OF RWY 7L IS ABOUT 300 YARDS DISPLACED FROM THE APCH END OF RWY 7R. RWY 7R IS CONSIDERABLY SHORTER THAN RWY 7L. AUDIO CLARITY OF RECEIVED XMISSIONS WAS NOT A FACTOR.

Synopsis :

A 'HOME BUILT' PLT, TAXIING FOR TKOF AT LVK, TAXIED ONTO AN ACTIVE RWY.

## **Time**

Date : 200203

Day : Tue

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## **Environment**

Flight Conditions : VMC

Ceiling : CLR

## **Aircraft / 1**

Make Model : Ultralight

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

## **Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Ultralight

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

## **Aircraft / 3**

Operator.General Aviation : Personal

Make Model : Baron 58/58tc

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Type : 1700

ASRS Report : 541464

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Person / 3**

Function.Flight Crew : Single Pilot

## **Person / 4**

Function.Oversight : Airport Manager

## **Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 0

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

THERE ARE 2 ACTIVE RWYS. ONE IS PAVED AND USED PRIMARILY BY JUMP PLANES. THE OTHER IS AN ULTRA LIGHT FIELD AND LIGHT SPORT ACFT FIELD. THE PLT OF A BEECH BARON HAD JUST MADE A LOW PASS TO THE N OVER THE PAVED STRIP BECAUSE HE DIDN'T HAVE '3 IN THE GREEN.' GND OBSERVERS CONFIRMED THAT ALL GEAR WERE DOWN SO THE PLT MADE A GAR, BUT DIDN'T CLB TO PATTERN ALT OF 2400 FT. I HAD JUST TAKEN OFF TOWARD THE S IN LIGHT AND VARIABLE WINDS FROM THE DIRT STRIP AND TURNED TO A W XWIND. I WAS DOING A SHALLOW ACCENT OUT OF THE ULTRA LIGHT PATTERN WHICH IS INSIDE AND 500 FT BELOW THE GA PATTERN. MY WINGMAN, IN AN EXPERIMENTAL ULTRA LIGHT HAD DEPARTED BEFORE ME AND RADIOED ON 122.75 THAT HE HAD SEEN TFC BELOW AND BEHIND HIM. I LOOKED TO MY 3 O'CLOCK POS AND SAW THE BEECH SLIPPING UNDER ME LEAVING ME A SPLIT SECOND TO REACT. HE SAID HE HAD SEEN ME ALSO AND HAD JUST PUSHED FORWARD AS WE PASSED. I FELT A THUMP AND MY ACFT ROLLED TO THE L AND I RECOVERED CTL AFTER DSNDING APPROX 100 FT. I DID NOT NOTICE ANY DIFFICULTY IN CTLING THE ACFT AND MY WINGMAN SAW NO DAMAGE SO I OPTED TO RETURN TO THE DIRT ULTRA LIGHT STRIP. WE LOOKED OVER MY ACFT AND COULD SEE NO DAMAGE. AT THIS TIME I THOUGHT THE THUMP I FELT MAY HAVE BEEN VORTEX OR JUST WIND BLAST FROM THE CLOSE PASS. THEN SOMEONE CAME DOWN FROM THE MGMNT OFFICE AND ASKED IF I HAD BEEN IN A MIDAIR. HE SAID THE BEECH PLT SAID HE HAD HIT SOMEONE. I SPOKE WITH THE BEECH PLT AND LOOKED OVER HIS ACFT. HE HAD A BLACK TIRE MARK ON HIS RUDDER, NOT THE VERT STABILIZER. THERE WAS A SLIGHT DENT IN THE RUDDER. HE SAID HE HAD NO FLT CTL PROBS AFTER THE INCIDENT. WE WERE BOTH VERY LUCKY! BOTH PLTS ARE BOTH FAMILIAR WITH THE OPS AT THIS ARPT. ACFT DEPARTING THE ULTRA LIGHT STRIP STAY LOW UNTIL WE ARE BEYOND THE GA PATTERN AND WATCH FOR GA ACFT. PLTS FLYING THE GA STRIP FLY 1000 FT AGL AND WATCH FOR ULTRA LIGHTS. THE ULTRA LIGHTS WHO DO USE RADIOS USE THEIR OWN FREQ AND THE ACFT USING THE MAIN PAVED STRIP USE 122.775.

Synopsis :

ULTRA LIGHT ACFT PLT AND BEECH BARON COLLIDED AT A LIGHT ARPT SPORT FIELD.

**Time**

Date : 200203

Day : Mon

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : 56S.Airport

State Reference : OR

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1079

Experience.Flight Time.Last 90 Days : 22

Experience.Flight Time.Type : 365

ASRS Report : 542298

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WAS IN THE SEASIDE AREA, TAKING SOME PHOTOGRAPHS OF THE CITY AND THE ARPT AND ARPT ENVIRONMENT. CONDUCTED 3 LOW APCHS TO THE ARPT, EACH FOLLOWED BY A GAR. ANNOUNCED INTENTIONS AT APPROPRIATE TIMES ON THE CTAF OF 122.9. THE APCHS WERE MADE FROM A LONG (3-4 MI) FINAL, STARTING AT 1500 FT MSL DUE TO A HILL AT THE S, AND A STEADY DSCNT TO THE GAR POINT OVER THE RWY AT 40-100 FT AGL. ONE APCH WAS DIRECTLY STRAIGHT IN TO RWY 34, AND THE OTHER 2 WERE ANGLED SLIGHTLY, WITH AN APCH HDG APPROX 10-15 DEGS E OF THE RWY HDG, OR 325-330 DEGS MAGNETIC. ALL APCHS WERE IN STANDARD LNDG CONFIG FOR THE ACFT, WITH THE INDICATED AIRSPD RANGING FROM 100 KTS ON LONG FINAL TO 70 KTS ON SHORT FINAL. FLAPS WERE EXTENDED DURING THE APCH, AND RETRACTED ON GAR. AT ALL TIMES DURING THE APCHS, I WAS IN A POS TO LAND WITHOUT UNDUE HAZARD TO PERSONS OR PROPERTY ON THE SURFACE IN THE EVENT OF ENG FAILURE. AFTER LNDG AND UPON REFLECTION, I BECAME CONCERNED THAT CONDUCTING APCHS LIKE THIS, WITHOUT THE INTENTION OF LNDG AND NOT FOR THE PURPOSES OF TRAINING OR CURRENCY, COUPLED WITH THE FACT THAT SOME APCHS WERE ANGLED SLIGHTLY, BRINGING THEM CLOSER TO A POPULATED AREA (THE OUTSKIRTS OF THE CITY OF SEASIDE), MIGHT CONSTITUTE A VIOLATION OF THE FARs WITH RESPECT TO MSA'S. THE ONLY FAR I AM AWARE OF THAT ADDRESSES THIS IS FAR 91.119 WHICH SPECIFIES MSA'S OVER CONGESTED AND UNCONGESTED AREAS, AND ONLY MAKES AN EXCEPTION TO THE '500/1000 RULE' '...WHEN NECESSARY FOR TKOF AND LNDG.' IN PRACTICE, PLTS MAKE INTENTIONAL LOW APCHS TO ARPTS ALL THE TIME -- WHEN CONDUCTING PRACTICE INST APCHS, DURING TRAINING, AND DURING CURRENCY AND PROFICIENCY FLTS FOR EXAMPLE. THE AIM DISCUSSES THIS IN SECTION 4-61, BUT THE WORDING IS VAGUE AND DOES NOT DEFINE WHAT SORT OF OPS MIGHT ACTUALLY CONSTITUTE A LEGAL LOW APCH. AND IN ANY CASE THE AIM IS NOT A REGULATORY DOCUMENT. IN ORDER TO CORRECT THIS SIT, I BELIEVE A CLARIFICATION OF THE FARs SHOULD BE MADE DEFINING WHAT OPS/ALTS CONSTITUTE A LEGAL LOW APCH TO AN ARPT, AS WELL AS CLARIFICATION OF THE TERM 'CONGESTED' AND 'DENSELY POPULATED.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE COULD UNDERSTAND HOW IT WOULD BE DIFFICULT TO SPECIFY DEFINITIVE GUIDELINES IN THE FAR TO COVER ALL POSSIBLE LEGITIMATE OPS OVER UNCTLED RWYS AND WHAT CONSTITUTES CONGESTED AIRSPACE. HOWEVER, HE WAS CONCERNED THAT SOMEONE WITH A CAMERA TOOK PHOTOGRAPHS OF HIS LOW PASSES FOR EVIDENCE AGAINST HIM FOR SOME REASON UNKNOWN TO HIM.

Synopsis :

SMA PLT IS CONCERNED THAT HE VIOLATED AN FAR WHEN MAKING 3 LOW PASSES OVER AN UNCTLED ARPT RWY IN LNDG CONFIG SINCE IT WAS NOT HIS INTENTION TO LAND.

**Time**

Date : 200203

Day : Sat

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SEZ.Airport

State Reference : AZ

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Passenger

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3048

Experience.Flight Time.Last 90 Days : 29

Experience.Flight Time.Type : 29

ASRS Report : 542814

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather



Narrative :

I LAUNCHED AT ABOUT XA55 FROM OUR LAUNCH SITE ON LOWER LOOP ROAD. I BRIEFED MY PAX ON WHAT TO EXPECT ON LNDG AND WHAT TO DO -- FACE THE DIRECTION OF TRAVEL, HANG ON TIGHT, BEND KNEES AND TO STAY IN THE BASKET UNTIL TOLD TO EXIT. I LIFTED OFF IN VERY NORMAL CONDITION FOR US AS USUAL AND STARTED FLOATING W AS NORMAL AT 1-2 MPH WINDS. MY ALT WAS 100 FT AGL FOR THAT TIME. AFTER ABOUT 30 MINS INTO THE FLT, THE WINDS SHIFTED TO THE N AT ABOUT 5 MPH. HAVE GONE THIS DIRECTION MANY TIMES OVER THE YRS OF FLYING IN SECOND. MY DIRECTION N WAS LINING ME UP WITH A SMALL FIELD ABOUT 1/8 MI AWAY FOR LNDG STILL AT 4-5 MPH. AT ABOUT 1-2 MINS BEFORE LNDG, THE WINDS WENT FROM 4-5 MPH TO 20.9 ACCORDING TO MY GPS, AND SHIFTED DIRECTION SLIGHTLY. IMMEDIATELY I SAW A SMALL OPENING IN THE TREES TO LAND AND DID SO. LANDED IN HIGH WINDS. 1 PAX (A SMALL GIRL 7 OR 8 YRS OLD) UPON LNDG, BUMPED HER LITTLE FINGER ON A FUEL TANK. EVERYONE ELSE WAS FINE. NO DAMAGE TO THE ACFT. AS A PRECAUTION, HAD THE GIRL CHKED OUT AT THE LCL MEDICAL CTR WHERE SHE WAS FOUND TO BE ALRIGHT, AND 2-3 MINS BEFORE LNDG I DID BRIEF ALL OF MY PAX ON WHAT TO DO UPON LNDG, AND THAT IT WAS GOING TO BE FAST AND HARD BECAUSE OF THE HIGH WINDS.

Synopsis :

THE PLT OF A BALLOON AND HIS PAX EXPERIENCED A 'HIGH WIND' LNDG NEAR SEDONA, AZ.

**Time**

Date : 200204

Day : Sat

Local Time Of Day : 0601 To 1200

**Place**

State Reference : TX

Altitude.MSL.Single Value : 3500

**Environment**

Flight Conditions : VMC

Ceiling.Single Value : 4800

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 500

ASRS Report : 544029

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Aircraft

Narrative :

AN EMER OFF-FIELD LNDG WAS CONDUCTED DUE TO ENG FAILURE. ENG FAILURE WAS DUE TO A BROKEN CRANKSHAFT. A LOW ALT VMC CRUISE WAS BEING CONDUCTED TO AVOID IFR VECTORS AWAY FROM GREAT CIRCLE RTE. NEAREST ARPT WAS LOCATED USING GPS DATABASE. AT 15 NM AND 2500 FT MSL, A DECISION WAS MADE TO LAND IN OPEN FIELD. TIME DID NOT ALLOW FOR COMPLETE EMER CHKLST TO BE USED. I THINK THAT THE STUDENT PLT (PAX) COULD HAVE HELPED ME USE THE CHKLST, HAD I THOUGHT ABOUT IT. ADDITIONALLY, CRM TRAINING WOULD HAVE HELPED ME. I COULD HAVE HAD HIM RADIO 121.5, SQUAWK 7700, ACTIVATE ELT, BUT NEVER GOT TO IT. TIME FROM ENG FAILURE TO LAND WAS APPROX 2 MINS. NO INJURIES AND MINOR DAMAGE TO AIRFRAME, LNDG GEAR.

Synopsis :

SMA EXPERIMENTAL PLT MADE AN OFF ARPT FORCED LNDG AFTER THE ENG CRANKSHAFT BROKE.

**Time**

Date : 200204

Day : Sat

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : LGU.Airport

State Reference : UT

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Aircraft / 2**

Operator.General Aviation : Corporate

Make Model : Cessna Citation Undifferentiated or Other Model

Mission : Business

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1030

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 70

ASRS Report : 544800

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Events**

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Executed Go Around

Miss Distance.Horizontal : 2000

**Supplementary**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

LAST SATURDAY, AROUND XA30, I WAS FLYING UP TO LGU AND SAW A RWY INCURSION FROM A JET IDENTIFYING THEMSELVES AS ACFT X, CITATION JET. I HAD JUST FINISHED MY CALL 'ON FINAL FOR RWY 35 LOGAN FULL STOP,' WHEN THEY REPLIED 'ACFT X CITATION JET TAKING RWY FOR TKOF.' I REPEATED MY CALL THAT I WAS ON SHORT FINAL AND TO HOLD POS. THEY REPLIED WITH THE SAME, 'ACFT X CITATION JET TAKING RWY FOR TKOF' -- THEN IMMEDIATELY ROLLED ONTO THE RWY AND TOOK OFF. I WAS LESS THAN 1/4 MI OFF THE END OF THE RWY CLRLY IN SIGHT. I WOULD HAVE LANDED IN LESS THAN 10 SECONDS IF THEY WOULD HAVE WAITED. I DID A GAR TO ENSURE NO TURB FROM JETWASH OR VORTICES ON THE RWY. ONCE ON THE GND, I TALKED WITH A COUPLE OF LCL PLTS WHO SAID THAT ACFT X JETS DO THAT ALL THE TIME. ONE GUY SAID, 'THEY THINK THEY ARE MORE IMPORTANT THAN THE REST OF US.' THESE LCL PLTS WERE STUDENT PLTS FLYING OUT OF LOGAN. SO IT SEEMS THIS WASN'T JUST A ONE TIME MISTAKE. THEY SEEM TO HAVE VIOLATED THE FOLLOWING FAR'S. 1) RIGHT-OF-WAY. I WAS ON SHORT FINAL. 2) RWY INCURSION. I'M CONCERNED THAT THESE GUYS WILL CAUSE AN ACCIDENT WITH THIS DISREGARD FOR THE RIGHT-OF-WAY AND TAXIING ONTO AN ACTIVE RWY. IF A STUDENT PLT IN A C152 WERE TO LAND THAT CLOSE BEHIND A CITATION JET THE VORTICES AND JETWASH WOULD CAUSE THEM TO LOSE CTL. AT ANY RATE, RWY INCURSIONS ARE A PROB RIGHT NOW AND HOPE THESE GUYS WILL LEARN WHEN TO TAXI ONTO AN ACTIVE RWY AND WHEN TO HOLD SHORT. ALSO THE STUDENT PLTS ARE SEEING EXPERIENCED PLTS DO THIS ALL THE TIME SO MAYBE THEY CAN DO THIS ONCE IN A WHILE AS WELL.

Synopsis :

RWY INCURSION BY A CPR JET WITH AN RV-4 EXPERIMENTAL ACFT ON SHORT FINAL AT A NON TWRED ARPT, LGU, UT.

**Time**

Date : 200204

Day : Tue

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 2900

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

**Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Pleasure

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 900

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 50

ASRS Report : 544974

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

ON APR/TUE/02, A GROUP OF 4 AIRPLANES FLEW TO CMA. I WAS FLYING N OF THE FREEWAY CLOSE TO THE MOUNTAINS AT APPROX 5000 FT. I WAS TRYING TO STAY UNDER 5000 FT TO BREAK IN A REBUILT ENG. AS I WAS APCHING BUR, I TOLD THE GUYS I WAS GOING TO HAVE TO GO TO 6500 FT TO STAY LEGAL. ONE OF THE GUYS TOLD ME THAT I COULD GO DOWN THE 210 FREEWAY AND THEN THE 101 FREEWAY SNA STAY OUT OF CLASS B, CLASS C, AND CLASS D AIRSPACE BELOW 3000 FT. WITHOUT CHKING MY SECTIONAL, TERMINAL CHART OR MY GPS, I FOLLOWED HIS INSTRUCTIONS. THIS WAS A BIG MISTAKE. I HAVE BEEN THROUGH THIS AREA MANY TIMES AND WAS IN DOUBT OF THIS BEING CORRECT. WHEN I RETURNED TO CMA I WAS INFORMED THAT I WAS TO CALL SOCAL BUR AREA WHICH I DID AND WAS INFORMED THAT I HAD BROKEN THE BUR, VNY AIRSPACE. BEFORE I CALLED, I LOOKED AT THE SECTIONAL AND COULD SEE THAT I BLATANTLY FLEW THROUGH THE CLASS C, CLASS D AIRSPACE. I CALLED SOCAL AND TALKED TO THE CTLR. HE SAID THAT HE JUST WANTED TO LET ME KNOW WHAT I DID. I TOLD THE CTLR MY STORY AND THAT IT WILL NEVER HAPPEN AGAIN. ANY TIME I GO THROUGH THE LOS ANGELES AREA, I WOULD USE FLT FOLLOWING AND STAY AT THE PROPER ALTS AND COURSE.

Synopsis :

CLASS C AND CLASS D AIRSPACE INCURSION BY A LOW FLYING EXPRESS RV6A EXPERIMENTAL ACFT ON A VFR FLT TO CMA, CA.

**Time**

Date : 200204

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : DVT.Airport

State Reference : AZ

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : DVT.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Aircraft / 2**

Controlling Facilities.Tower : DVT.Tower

Make Model : Cessna Aircraft Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 10

ASRS Report : 545545

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolutory Action.Flight Crew : Became Reoriented

Resolutory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance



Narrative :

MISTAKEN IDENT OF MY ACFT 'EXPERIMENTAL JET ACFT X' AND A 'CESSNA FJA.' THIS LED TO BOTH ACFT TAKING THE RWY FOR INTENDED TKOF, ME FROM THE B3 INTXN, THE CESSNA FROM INTXN C1 AT THE END OF RWY 7R. CHRONOLOGICAL ORDER OF EVENTS: I WAS CLRED TO TAXI TO RWY 7R, HOLD SHORT OF RWY 7R AT INTXN B3. APPROXIMATING INTXN B3 AND RWY 7R, I NOTICED SEVERAL LIGHT ACFT AT THE HOLD POINT C1 AT THE END OF RWY 7R. I SWITCHED TO S TWR FREQ AND REQUESTED AN INTXN TKOF AT INTXN B3 AND RWY 7R. I THOUGHT I HEARD THE LAST 3 NUMBERS OF MY CALL SIGN AND WAS CLRED FOR AN 'EXPEDITED TKOF.' I ROGERED THE CALL (THEY SAID THEY DIDN'T HEAR IT BECAUSE I WAS STEPPED ON) THAT I WAS CLRED FOR TKOF ON RWY 7R AND BEGAN PULLING OUT ONTO THE RWY, WHICH TOOK AT LEAST 10-15 SECONDS. I NOTICED A WHITE CESSNA ALSO PULLING OUT ON RWY 7R AT THE END (NORMAL, AS THIS HAS HAPPENED TO ME AT DVT) AND ANOTHER LIGHT ACFT ON BASE LEG (THE REASON FOR THE EXPEDITED CALL). ALL NORMAL INDICATIONS, NOTHING UNUSUAL AT THIS POINT. TWR ASKED ME 'WHAT ARE YOU DOING?' AND I AGAIN RESPONDED THAT I WAS CLRED FOR TKOF. HE SAID 'NO, YOU WEREN'T' AND 'EXIT THE RWY.' I ASKED FOR PERMISSION FOR A 180 DEG TURN (APPROVED) AND I QUICKLY TAXIED BACK TO INTXN B3 AND RWY 7R. I OBSERVED THE WHITE CESSNA (ACFT Y) IN APPROX THE SAME POS I LAST SAW IT, AND THE ACFT ON BASE LEG WENT AROUND. I WAS LATER CLRED FOR TKOF ON RWY 7R, AGAIN WITH ANOTHER LIGHT ACFT TAXIING ONTO THE RWY BEHIND ME. I TOLD THE TWR 'SORRY ABOUT THAT' AND WAS LATER TOLD ON DOWNWIND TO CALL THE TWR AFTER I LANDED. I CALLED THE TWR BY PHONE AND I LANDED AS INSTRUCTED AND TALKED WITH CTLR. CONTRIBUTING FACTORS: 1) THE CONTINUED USE OF ABBREVIATED CALL SIGNS BY ATC SPECIALISTS WHEN SIMILAR CALL SIGNS ARE ON FREQ, SUCH AS 'ACFT Y' AND 'ACFT Y.' ADDITIONALLY, AT DVT, ATC SPECIALISTS SOMETIMES USE ONLY THE LAST 3 OF A CALL SIGN AND ALSO DROP THE PREFIX. 2) 2 ACFT WITH VERY SIMILAR CALL SIGNS TRYING TO TAKE OFF FROM THE SAME RWY FROM DIFFERENT GEOGRAPHIC LOCATIONS ON THE ARPT. 3) AN 'EXPEDITED TKOF' REQUIREMENT MERELY ADDED TO THE CONFLUENCE OF EVENTS THAT LED TO THIS SIT. REMEDY; 1) 100% COMPLIANCE BY ATC SPECIALISTS TO ALL PARAGRAPHS OF AIM/FAR 2002, SECTION 4.2.4 ACFT CALL SIGNS. 2) AT A BUSY PLT TRAINING ARPT SUCH AS DVT, ATC SPECIALISTS MAKE AN ADVISORY CALL THAT 2 ACFT WILL BE CLRED ON THE SAME RWY WHEN ONLY 1 ACFT IS CLRED FOR TKOF. 3) SUGGEST THAT WITH AN 'EXPEDITED TKOF' CALL, ATC SPECIALISTS ALWAYS USE A FULL CALL SIGN, OR EMPHASIZE THE CALL SIGN (IE, CALLSIGN, ONLY) OR REPEAT THE CALL TO ELIMINATE ANY CONFUSION.

Synopsis :

RWY INCURSION BY AN EXPERIMENTAL ACFT WHEN LCL CTLR HAD CLRED A CESSNA TYPE INTO POS AND HOLD, RWY 7 AT PHX, AZ.

**Time**

Date : 200205

Day : Sun

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : LBE.Airport

State Reference : PA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : LBE.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 400

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 300

ASRS Report : 548701

**Person / 2**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

FLYING VFR AT 6500 FT, CALLED LBE TWR (PALMER TWR) AND STATED 'EXPERIMENTAL' IS 15 MI E. TWR RESPONDED TO RPT A MIDFIELD XWIND ENTRY FOR RWY 23. I REMEMBER WONDERING WHY THE TWR INSTRUCTED THIS APCH. I WAS EXPECTING A STRAIGHT-IN APCH FROM THE E. I CONTEMPLATED ON ASKING FOR EITHER A STRAIGHT-IN OR AN OVERHEAD APCH BUT DECIDED TO SIMPLY FOLLOW THE INITIAL TWR INSTRUCTIONS. CALLED TWR WHEN I WAS MIDFIELD, XWIND. TWR INSTRUCTED TO RPT WHEN ON DOWNWIND. AS I RPTED 'ON DOWNWIND,' TWR COMPLAINED THAT I HAD SAID I WAS 8 MI W ON MY INITIAL CONTACT. I DID NOT WANT TO ARGUE AND APOLOGIZED IF I WAS IN ERROR DURING MY INITIAL CALL. TWR CLRED ME TO LAND ON RWY 23. AS I TURNED FROM BASE TO FINAL, SOMETHING DID NOT FEEL RIGHT BUT EVENTUALLY LANDED WITHOUT INCIDENT. AFTER LNDG, TWR INFORMED ME THAT I HAD LANDED ON THE WRONG RWY, RWY 21. TOLD TWR IT WAS NOT MY DAY TODAY.

Synopsis :

AN SMA PLT, ON A VISUAL APCH TO LBE, LANDED ON THE WRONG RWY.

**Time**

Date : 200206

Day : Sat

**Place**

Locale Reference.Airport : IAD.Airport

State Reference : VA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : IAD.TRACON

Controlling Facilities.Tower : IAD.Tower

Operator.General Aviation : Corporate

Make Model : Balloon

Mission : Business

Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3271

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 2953

ASRS Report : 549897

**Person / 2**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 110

ASRS Report : 549898

**Person / 3**

Function.Controller : Approach

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

06/TUE/02 ON A FLT IN A BLIMP, THE PLTS CALLED DULLES APCH FOR CLRNC TO ENTER THEIR CLASS B SURFACE AREA FROM THE SW. AFTER THE INITIAL CONTACT WITH DULLES APCH, WE WERE HANDED OFF TO DULLES TWR, GIVEN A SQUAWK CODE AND CLRED INTO THEIR CLASS B AIRSPACE TO A POINT APPROX 3 MI SE OF DULLES FOR EXPOSURE OF THE BLIMP OVER THE POPULATED WASHINGTON SUBURBS. AFTER 15 MINS WE ASKED DULLES TWR FOR AND RECEIVED CLRNC TO THE E, EXITING THEIR CLASS B AIRSPACE, WITH A HDOF TO DCA TWR. THE INITIAL FREQ GIVEN BY DULLES TO DCA TWR HAD NO RESPONSE AND WE RETURNED TO DULLES FOR A DIFFERENT FREQ. WE CONTACTED DCA TWR ON THE NEW FREQ AND WERE TOLD TO REMAIN OUTSIDE THEIR CLASS B AIRSPACE AND CALL BACK IN 10 MINS. AFTER APPROX 5 MINS, DCA TWR CALLED US BACK FOR OUR REQUEST. WE REQUESTED TO CONTINUE E TO THE 495 BELTWAY AREA W OF WASHINGTON. DCA TWR ASKED IF WE HAD A WAIVER TO ENTER THE TFR. WE REPLIED THAT WE DID NOT. WE THEN REQUESTED TO CONTINUE ON NW AND OUR REQUEST WAS GRANTED. BOTH PLTS CALLED FSS ON THE MORNING OF THE FLT FOR WX AND NOTAM BRIEFING, NO MENTION OF THE WASHINGTON TFR WAS MADE BY FSS. WE HAD ONBOARD A CURRENT WASHINGTON SECTIONAL, WASHINGTON TERMINAL AREA CHART, J-AID, AND CURRENT NOTAMS BOOK. NONE OF THESE PUBS HAVE A TEXT OR PICTORIAL REPRESENTATION OF THE WASHINGTON TFR. WE WERE IN POSITIVE ATC CTL AT ALL TIMES AND WERE NOT INFORMED THAT WE WERE ABOUT TO ENTER OR HAD ENTERED A TFR. WE ALSO DID NOT BELIEVE WE COULD VIOLATE A TFR UNDER ATC CTL, AND WERE NOT GIVEN A VECTOR OUT IF THEY BELIEVED WE WERE INSIDE. AT NO TIME DID WE BELIEVE WE HAD PENETRATED THE TFR UNTIL THE FOLLOWING DAY WHEN WE RECEIVED A CALL FROM WASHINGTON TWR. BETTER DEPICTION OF TFR'S IN PUBS AND BY FSS ALONG WITH SOME GUIDANCE FROM ATC AND INCREASED ATTN OF TFR'S IN FLT PLANNING ON OUR PART COULD HAVE ALL HELPED TO AVOID THIS OCCURRENCE.

Synopsis :

BLIMP INADVERTENTLY ENTERS TFR.

## **Time**

Date : 200206

Day : Sat

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1500

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

## **Aircraft / 2**

Make Model : Fighting Falcon F16

Mission : Tactical

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 2

Experience.Flight Time.Type : 40

ASRS Report : 552240

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Exited Penetrated Airspace

## **Supplementary**

Problem Areas : Airspace Structure

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON A VFR FLT FROM AN AREA NEAR ZZZ TO ZZZ1 IN MY HOMEBUILT ACFT USING PILOTAGE AND DEAD-RECKONING WITH THE AID OF A MAGNETIC COMPASS ONLY. I HAD NO NAVCOM AS MY HANDHOLD UNIT HAD RECENTLY FAILED AND WAS AT A REPAIR STATION FOR REPAIR. MY INTENT WAS TO PROCEED TO THE ZZZ2 ARPT NEARBY AND PASS UNDER THE ZZZ4 TCA AT 1500 FT. THE TERRAIN BTWN THESE 2 POINTS IS QUITE HEAVILY WOODED WITH LOTS OF NEW CONSTRUCTION AND 4 LAND ROADS, WITHOUT ANY PROMINENT LANDMARKS EASILY RECOGNIZABLE FROM THE AIR. AN ARPT RWY CAME INTO MY VIEW WHICH I MISTAKENLY TOOK FOR ZZZ2 ARPT. THE WIND HAD DRIFTED ME MUCH FARTHER S. I PROCEEDED ON A 90 DEG HDG FOR ABOUT 10-15 MINS WHEN 2 JETS PASSED ME ON MY L AT 1/2 MI. THEY CIRCLED TO MY R AND DISAPPEARED FROM VIEW. A FEW MINS LATER, THEY AGAIN APPEARED ON MY L AND CIRCLED TO MY R. MY THOUGHTS WERE THAT THEY WERE PRACTICING LNDGS AT ANDREWS AFB. THEY CONTINUED CIRCLING FROM L TO R. I COULD SEE NO SIGNALS SUCH AS ROCKING OF WINGS, LOWERING OF LNDG GEAR OR SHARP PULL-UPS TO SIGNAL WHAT THEY WANTED ME TO DO. WITHOUT A RADIO, I COULD NOT LEGALLY LAND AT A CTLED ARPT. MY FUEL SUPPLY WAS DOWN TO 30 MINS REMAINING. I DETERMINED THAT IT WOULD BE MOST PRUDENT TO CONTINUE TO MY HOME BASE WHERE I HAD THE NECESSARY EQUIP TO REFUEL WITH AUTO GAS. THE JETS CONTINUED TO CIRCLE, BUT THEY CHANGED THEIR PATTERN TO R TO L UNTIL I REACHED MY DEST. THERE I WAS INTERROGATED BY A GOV AGENT. HE SAID CASE DISMISSED, AND STAY CLR OF WASHINGTON, DC. MY STRAYING INTO RESTR AIRSPACE WAS UNINTENTIONAL AND FOR WHICH I APOLOGIZE. IF THE CURRENT RESTRS ARE TO BECOME PERMANENT, IT WOULD BE MOST HELPFUL IF THEIR BOUNDARIES WERE SO INDICATED ON THE WASHINGTON SECTIONAL AERO CHART.

Synopsis :

AN EXPERIMENTAL ACFT PLT VIOLATED A TFR INVOLVING ENHANCED CLASS B AIRSPACE.

**ACN: 552254**

### **Time**

Date : 200206

Day : Sun

Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : TOA.Airport

State Reference : CA

### **Environment**

Flight Conditions : VMC

Ceiling : CLR

### **Aircraft / 1**

Controlling Facilities.Tower : TOA.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Training

### **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2000

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Type : 900

ASRS Report : 552254

### **Person / 2**

Function.Controller : Local

### **Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

### **Supplementary**

Problem Areas : Airport

Problem Areas : FAA



Narrative :

CIRCUMSTANCES: TOOK OFF RWY 11. 20 MINS LATER, CLRED TO LAND RWY 11R, REQUESTED WIND CHK ON SHORT FINAL. RESPONSE: LIGHT AND VARIABLE. JUST PRIOR TO TOUCH DOWN, DISCOVERED SIGNIFICANT TAILWIND (8-10 KT), SHORT RWY (3500 FT), TOUCH DOWN SPEED 85 KTS AIRSPEED. HEAVY BRAKING WAS REQUIRED TO KEEP FROM RUNNING OFF THE END OF RWY. SIT WARRANTED A 'GAR' BUT I FELT COMPELLED TO COMPLY WITH LOCAL LAWS INSTEAD OF SAFE PROCEDURE REQUIRED BY FAR 91.3 CONTRIBUTING FACTORS: TORRANCE MUNICIPAL CODE PROHIBITS ABORTED LNDGS (LOW APPROACHES) DURING 'PROHIBITED HRS' WITHOUT CONSIDERATION OF SAFETY OR AUTHORITY OF PLT IN COMMAND UNDER FAR 91.3. DURING PREVIOUS WEEKS, 8 PLTS HAD RECEIVED LETTERS FROM THE CITY OF TORRANCE (SEE EXAMPLE AT END OF NARRATIVE) THREATENING THEM WITH FINES AND JAIL TERMS FOR 'PROHIBITED ACTIONS'--EVEN THOUGH THE CTL TWR HAD REQUESTED SPECIFIC 'PROHIBITED ACTIONS'. PROHIBITED ACTIONS' INCLUDE LOW APPROACHES (INCLUDING ABORTED LNDGS, GAR, MISSED IFR APCHES) AND TOUCH AND GOES (WHERE THE PLT RETURNS TO FLT AFTER TOUCHDOWN) DURING 'PROHIBITED HRS.' RECOMMENDED CORRECTIVE ACTION: FAA SHOULD INVESTIGATE LOCAL LAWS THAT CONFLICT WITH FAR'S--PARTICULARLY WHERE FAR 91.3 IS CONTRADICTED BY LOCAL LAWS. FAA SHOULD ASSERT ITS JURISDICTION IN THESE INSTANCES TO PRECLUDE UNCERTAINTY ON THE PART OF THE PLT IN COMMAND. FACTORS AFFECTING THE QUALITY OF HUMAN PERFORMANCES: THIS IS A SERIOUS SAFETY ISSUE. PLTS IN COMMAND AT TORRANCE DO NOT KNOW WHAT LAWS APPLY-FAR'S OR LOCAL LAWS? DECISIONS SUCH AS THIS MUST BE MADE IN SECONDS. THERE SHOULD BE NO ROOM FOR UNCERTAINTY! TORRANCE MUNICIPAL CODE SECTION 51.5.1-7 PROHIBITS TOUCH AND GO, STOP AND GO, FULL STOP-TAXI BACK AND LOW APCH OPS AT TORRANCE MUNICIPAL ARPT DURING CERTAIN TIMES. WHILE THE FAA CTL TWR MAY HAVE AUTHORIZED THE ABOVE NOTED PROC, IT IS A VIOLATION OF TORRANCE MUNICIPAL CODE. VIOLATION OF THE CODE ARE MISDEMEANORS PUNISHABLE BY A MAXIMUM FINE OF \$1000, SIX MONTHS CONFINEMENT IN THE COUNTY JAIL, OR BOTH.

Synopsis :

PLT CONCERNED FLT SAFETY COMPROMISED BY MUNICIPAL CODES OVERDOING FAR'S.

**Time**

Date : 200202

Day : Thu

Local Time Of Day : 1201 To 1800

**Place**

State Reference : MI

Altitude.MSL.Single Value : 2000

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : D21.TRACON

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Business

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 8000

ASRS Report : 552576

**Person / 2**

Function.Oversight : Supervisor

Function.Controller : Supervisor

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

LAUNCHED FROM ZZZ FOR AERIAL ADVERTISING PURPOSES IN THE COMMERCIAL AIRSHIP. CRUISED W TO A POS ABOUT 8 NM BY ONBOARD GPS WITH DETROIT WAYNE METRO ARPT SELECTED. ABOUT 1 HR AFTER WHEN OVERFLYING PONTIAC, PTK, TWR PASSED A TELEPHONE FOR TRACON QUALITY CTL. SPOKE WITH MRS X. SHE ADVISED APCH INDICATED THE SHIP WAS INSIDE CLASS B AIRSPACE AT 6 NM FROM DTW. THE NEXT MORNING AFTER DISCUSSING THE SIT WITH MRS X, I BEGAN ANOTHER 5 HR SORTIE AT ABOUT XA00 AM. THIS TIME, I WAS IN CONTACT WITH APCH. UPON RETURNING TO THE EXACT POINT OF 045 DEG RADIAL, 7.2 NM. THE APCH CTLR GAVE ME A RANGE OF 7.5 NM. I ASKED HIM IF I WAS OUTSIDE OR INSIDE CLASS B. HE SAID WITH HIS CLASS B OVERLAY, THAT I WAS INSIDE. THERE SEEMS TO BE SOME DISCREPANCY BTWN THE DETROIT SECTIONAL, THE DETROIT TERMINAL AND THE APPARENT CLASS B OVERLAY USED BY ATC. I CHKED 4 OTHER RANGES IN DIFFERENT LOCATIONS IN THE NNE QUADRANT WITH UP TO 1.5 NM DISCREPANCIES BTWN OUR GPS DISTANCE AND THE RANGE READ BY ATC. THE DETROIT SECTIONAL SHOWS 7 NM 8000 FT TO SFC RING TO BE CTRED ON THE ARPT AND IS DRAWN THAT WAY ON THE SECTIONAL CHART. THE DETROIT TERMINAL SHOWS THE 7 NM 8000 FT TO SFC RING WHICH APPEARS TO BE CTRED ON THE 'DETROIT METRO DME ANTENNA' LOCATION INDICATED BY (.) AT THE APCH END OF RWY 22L. USING A MEASURING TOOL, THE DME ANTENNA IS ABOUT 1.5 NM FROM THE ARPT REF POINT WHICH SEEMS TO MATCH THE DATABASE INFO IN OUR GPS WHICH IS OUR ONLY DISTANCE READING INST. IN ANY CASE, MAP READING SHOWS LINE FEATURES WHICH PUTS THE FORD PROVING GND OUTSIDE THE 7 NM RING SHOWN ON THE CHARTS AND ATC SAID I WAS 7.5 NM, AND ONLY WHEN HE LOOKED AT THE CLASS B OVERLAY DID IT APPEAR I WAS INSIDE CLASS B. EVERY EFFORT WAS MADE ON MY PART IN THIS VERY LARGE BUT VERY SLOW MOVING BLIMP TO REMAIN BEYOND 7 NM. COULD IT BE THAT THE 7 NM 8000 FT-SFC CURTAIN SHOULD BE CTRED ON THE ARPT REF POINT RATHER THAN THE VOR/DME 'DXO' POS ON THE 'DTW' DME ANTENNA POS? TO ME, THERE APPEARS TO BE 2 DIFFERENT POINTS OF REF FOR WHERE THE ACTUAL 8000 FT-SFC CURTAIN IS LOCATED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED WAS FLYING COMPANY EXECUTIVES NEAR A PLANT E OF DTW ARPT. AFTER BEING ADVISED BY ATC HIS ACFT WAS IN CLASS B AIRSPACE, HE DISREGARDED HIS GPS AND CONTINUED THE FLT VISUALLY USING LANDMARKS TO NAV CLR OF CLASS B AIRSPACE. HE AGREED HE SHOULD NOT HAVE USED THE ARPT CTR TO MEASURE DISTANCE. IT WAS EXPLAINED THE CLASS B SEGMENTS ARE MARKED OFF FROM THE ILS/DME ANTENNA (IDTW) WHICH IS CLRLY MARKED ON THE TERMINAL CHART.

Synopsis :

BLIMP PLT BELIEVES THERE IS A DISTANCE DISPARITY BTWN THE DTW CLASS B TERMINAL CHART AND THE CLASS B ON THE DTW SECTIONAL CHART.

**Time**

Date : 200207

Day : Thu

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : BED.Airport

State Reference : MA

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : BED.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Route In Use.Approach : Traffic Pattern

**Aircraft / 2**

Controlling Facilities.Tower : BED.Tower

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4900

Experience.Flight Time.Type : 100

ASRS Report : 553177

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 200

Miss Distance.Horizontal : 0

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CONDITIONS WERE UNLIMITED CEILING AND VISIBILITY. I WAS RETURNING TO BED AFTER AN AEROBATICS PRACTICE SESSION. I CALLED THE TWR PASSING MINUTEMAN ARPT (6B6) INFORMING THEM OF MY POS, AND THAT I HAD THE INFO FROM ATIS. I WAS TOLD TO RPT MIDFIELD L DOWNWIND, WHICH I ACKNOWLEDGED. WHILE ON THE 45 DEG ENTRY TO DOWNWIND (RWY 29), I NOTICED A COMMUTER FLT DEPARTING ON RWY AND CLBING STRAIGHT OUT. I THEN DIVERTED MY ATTN TO OTHER POSSIBLE TFC ON XWIND OR DOWNWIND. MY MAIN CONCERN WAS TRAINING ACFT PRACTICING TOUCH-AND-GOES. THESE ACFT ARE USUALLY HARD TO SPOT AND MUCH SLOWER THAN MY ACFT. WHILE MY ATTN WAS FOCUSED ON SPOTTING THIS TFC, I NOTICED SOME MOTION TO MY L WITH MY PERIPHERAL VISION. I TURNED MY HEAD L AND SAW THE COMMUTER ACFT IN A CLB COMING STRAIGHT TOWARD ME. APPARENTLY, HE HAD EXECUTED A L TURN WHILE MY ATTN WAS DIVERTED AWAY FROM HIM. BEING STRAPPED INTO MY ACFT WITH A 5-POINT AEROBATIC HARNESS, I IMMEDIATELY EXECUTED A DIVE AND PASSED ABOUT 200 FT UNDER THE COMMUTER. BOTH G METERS IN MY ACFT REGISTERED NEGATIVE 4.5 G'S. IF I HAD NOT BEEN IN A VERY RESPONSIVE AEROBATIC ACFT, I WOULD HAVE COME MUCH CLOSER BUT PROBABLY WOULD STILL HAVE MISSED THE COMMUTER PLANE BY ABOUT 50 FT. SKY CONDITIONS WERE PERFECT AND THE EXTRA HAS EXCELLENT VISIBILITY, YET WE STILL DIDN'T SEE EACH OTHER UNTIL THE LAST MIN. THE TWR HAS RADAR CAPABILITY, THE XPONDER WAS ON, BUT NEITHER ACFT RECEIVED AN ADVISORY. THIS IS VERY UNUSUAL FOR INBOUND/OUTBOUND ACFT AT BED.

Synopsis :

EXTRA 300L AEROBATIC ACFT PLT AND AN ACR COMMUTER ACFT HAD AN NMAC AT BED.

**Time**

Date : 200206

Day : Wed

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : AWO.Airport

State Reference : WA

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Small Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Aircraft / 3**

Operator.General Aviation : Personal

Make Model : Small Aircraft

Mission : Pleasure

Flight Phase.Cruise : Level

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Aircraft / 4**

Controlling Facilities.Tower : AWO.Tower

Operator.General Aviation : Personal

Make Model : Cessna Aircraft Undifferentiated or Other Model

Mission : Pleasure

Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1900

Experience.Flight Time.Last 90 Days : 63

Experience.Flight Time.Type : 1300

ASRS Report : 553491

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Flight Crew : Single Pilot

**Person / 4**

Function.Flight Crew : Single Pilot

**Events**

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Miss Distance.Horizontal : 300

## **Supplementary**

Problem Areas : Airport

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS IN A NON STOP FLT TO AWO IN A FLT OF 3 ACFT -- MYSELF (ACFT X), ACFT Y, AND ACFT Z. WE ARRIVED OVER ARLINGTON ABOUT XA20. TEMPORARY TWR OPENS XB00. BEFORE TWR OPENING, NORMAL L-HAND PATTERN FOR RWY 34 WAS IN USE, WITH POS ADVISORIES MADE ON UNICOM 122.7. ALL NORMAL PROCS APPEARED TO BE BEING USED. OTHER TFC, BESIDES OUR FLT OF 3 WERE ALSO USING L PATTERN FOR RWY 34. I (ACFT X) WAS LEAD AND ADVISED MY TURN TO BASE LEG AND THEN WHEN FINISHING A TURN TO FINAL, FOUND MYSELF DSNDING TO THE RWY PARALLEL TO ANOTHER HIGH WING CESSNA THAT APPARENTLY APCHED ON A R DOWNWIND TO RWY 34. I WAS A LITTLE HIGHER AND SLOWED AS MUCH AS POSSIBLE (60 MPH) AND LET THE CESSNA LAND FIRST. CESSNA APPARENTLY WAS ON TEMPORARY TWR FREQ 127.3 AND WAS USING R-HAND PATTERN WHICH WAS IN EFFECT AFTER XB00. I STAYED IN AIR UNTIL CESSNA LANDED AND SLOWED TO A FAST TAXI, THEN LANDED IN FRONT OF CESSNA A SAFE DISTANCE WITH OVER 3000 FT OF RWY LEFT. ALL OF THIS WAS OBSERVED BY ACFT Z. NO DAMAGE INCURRED BY ANY ACFT.

Synopsis :

RV4 HOME BUILT ACFT PLT LANDED OVER THE TOP OF A CESSNA THAT CUT HIM OUT AT AN UNCTLED ARPT.



**Time**

Date : 200208

Day : Sun

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3716

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 480

ASRS Report : 557875

**Events**

Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Narrative :

SHORTLY AFTER TKOF ALONE IN HOMEBUILT KITFOX 10 YRS OLD, FROM PRIVATE FIELD, THE ENG RAN ROUGH AND THEN STOPPED. THE PLANE WAS LANDED SAFELY AND THANKFULLY FROM ABOUT 1000 FT AGL IN A HAYFIELD TWO MILES FROM THE HOME STRIP. LATER IN THE HAYFIELD THE ENG WAS STARTED AND IT RAN BUT WAS NOT TRUSTED TO FLY. EXAMINATION SHOWED A FUEL BLOCKAGE FROM THE WING TANKS TO THE ENG. A SHORT LENGTH OF RUBBER TUBING USED TO JOIN ALUMINUM TUBES SWELLED SHUT. THE FAILED RUBBER TUBING WAS AVIATION GRADE MIL H 6000. FUEL USED WAS HI TEST AUTO GASOLINE. SERVICE TIME WAS EIGHT YRS BEFORE BLOCKAGE. AUTOMOTIVE GRADE FUEL TUBING USED AT OTHER PLACES DID NOT FAIL. WE THINK THIS COULD AFFECT SAFETY OF OTHER PLTS. PREVENTION SUGGESTIONS (ANY ONE): 1) MEASURING FUEL FLOW INTO A CONTAINER ON AN ANNUAL BASIS COULD HAVE FOREWARNED THIS BLOCKAGE. 2) A REPLACEMENT OF RUBBER TUBING PARTS AT FIVE-YEAR INTERVAL WOULD SEEMINGLY HAVE PREVENTED THIS BLOCKAGE. 3) CHOICE OF CORRECT TUBING FOR AUTO GASOLINE WOULD HAVE PREVENTED THIS BLOCKAGE USING AUTO GASOLINE. (AUTOMOBILE GRADE TUBING DID NOT FAIL). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED AT THE PRESENT TIME A CONTROVERSY IS ON GOING MAINLY ON THE INTERNET WHETHER MIL H 6000 SHOULD BE USED ONLY FOR AVIATION GRADE FUEL OR IS OK FOR AUTOMOTIVE FUEL. THE RPTR SAID THE TUBING USED ON THIS AIRPLANE IS OF THE SAME AGE 8 YRS AND ONLY THE MIL SPEC 6000 BECAME BLOCKED. THE RPTR STATED THIS AIRPLANE WAS FUELED AND OPERATED EXCLUSIVELY ON PREMIUM AUTOMOTIVE FUEL. THE RPTR SAID THIS AIRPLANE IS NOT FLOWN FREQUENTLY AND HAS ONLY 300 HRS TOTAL TIME. THE RPTR MAKES A SAFETY SUGGESTION THAT ONLY AUTOMOTIVE FUEL TUBING BE USED IF THE AIRPLANE USES AUTOMOTIVE FUEL.

Synopsis :

A KITFOX 111 HOME BUILT'S ENG RAN ROUGH THEN STOPPED SHORTLY AFTER TKOF AT 1000 FT. OFF FIELD LNDG ACCOMPLISHED. CAUSED BY BLOCKED FUEL LINE.

**Time**

Date : 200208

Day : Sun

Local Time Of Day : 0601 To 1200

**Place**

State Reference : OK

**Environment**

Flight Conditions : VMC

Ceiling.Single Value : 10000

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 270

Experience.Flight Time.Last 90 Days : 17

Experience.Flight Time.Type : 270

ASRS Report : 557876

**Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THIS INCIDENT INVOLVING BALLOON FLT OCCURRED DURING LNDG. WE HAD BEEN FLYING APPROX 45 MINS WHEN I SAW INDICATIONS THAT THE WINDS WERE STARTING TO INCREASE. I ATTEMPTED A LNDG IN A LARGE PASTURE, BUT AS WE WERE APCHING THE GND, WE ENCOUNTERED A L TURN. THE TURN PUT US ON A COURSE THAT WOULD HAVE TAKEN US DIRECTLY INTO A WX GATHERING STATION THAT WAS LOCATED ON THE FIELD. I CLBED TO CLR THE WX STATION AND SAW ANOTHER SMALLER FIELD N OF THE ORIGINAL FIELD, AND DECIDED TO ATTEMPT A LNDG THERE INSTEAD. I HAD TO MAINTAIN LEVEL FLT TO CLR THE ROAD AND PWR LINES THAT SEPARATED THE 2 FIELDS. ONCE CLR OF THE PWR LINES, I INITIATED A QUICK DSCNT INTO THE SECOND FIELD. AS WE WERE AT AN ALT OF 1-20 FT AGL, WE WERE HIT BY A STRONG TURB GUST THAT SLAMMED US INTO THE GND AND STARTED ACCELERATING US TO THE N TOWARDS A HOUSE WITH A FENCED BACKYARD. WE REBOUNDED AFTER THE INITIAL GND CONTACT AND HIT THE GND A SECOND TIME JUST S OF THE FENCE. I HAD THE VENT LINE IN MY HAND THROUGH BOTH OF THE GND CONTACTS AND HAD PULLED THE PARACHUTE TOP, BUT THAT WASN'T ENOUGH TO DEFLATE THE BALLOON IN THAT GUST. WE WERE THEN SUCKED BACK INTO THE AIR AND HIT THE GND A THIRD TIME WITHIN THE CONFINES OF THE FENCED BACK YARD, NARROWLY MISSING THE HOUSE TO OUR L AND A LARGE TREE TO THE R. ONCE WE MADE THE THIRD GND CONTACT, THE BASKET STAYED ON THE GND BUT WAS BEING DRAGGED N. AS WE PLOWED THROUGH THE N FENCE, WE ALSO MADE CONTACT WITH A 7200 VOLT FEEDER LINE WITH THE EQUATOR OF THE ENVELOPE. THEN ENVELOPE QUICKLY DEFLATED OVER THE PWR LINE. WE WERE ADVISED BY NEIGHBORS THAT THE PWR HAD BEEN KNOCKED OUT, BUT INITIATED STANDARD PROCS FOR A PWR LINE CONTACT, FEARING A RESET. ONCE WE HAD BEEN NOTIFIED FROM THE PWR COMPANY THAT THE PWR WAS OFF AND WOULD NOT RESET, WE REMOVED THE BASKET ASSEMBLY FROM THE AREA, BUT THE ENVELOPE REMOVAL REQUIRED A PWR COMPANY BUCKET TRUCK. IT WAS LATER LEARNED THAT A QUICK STRONG GUST OF APPROX 20 KTS HAD HIT THE ARPT TO OUR S JUST MINS PRIOR TO OUR ENCOUNTER. THERE WAS NO SIGNIFICANT WX WITHIN 100 MI DURING THE FLT TIME THAT WOULD HAVE CAUSED THE GUST.

Synopsis :

A BALLOONIST AND PAX ESCAPED WITH THEIR LIVES, AFTER A SOMEWHAT HARROWING LNDG LEFT THEIR BALLOON DEFLATED OVER A HIGH VOLTAGE PWR LINE.

**ACN: 558244**

### **Time**

Date : 200208

Day : Tue

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : LVK.Airport

State Reference : CA

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Controlling Facilities.Tower : LVK.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

### **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 280

ASRS Report : 558244

### **Person / 2**

Function.Controller : Local

### **Events**

Independent Detector.Other.Flight CrewA : 1

### **Supplementary**

Problem Areas : Aircraft

Narrative :

ON FLT FROM TVL (SOUTH LAKE TAHOE) TO LVK (LIVERMORE, CA), FOLLOWING ACROSS SACRAMENTO/STOCKTON. OBTAINED ATIS AND SWITCHED TO LVK TWR. GIVEN INSTRUCTIONS TO MAKE STRAIGHT-IN TO RWY 25L. RPTED 4 MI FINAL, CLRED TO LAND RWY 25L/ROLL TO END. LNDG WAS SMOOTH, THEN ACFT BEGAN PULLING TO R. SUSPECTED FLAT TIRE AND MADE AN EFFORT TO BE GENTLE IN CORRECTIONS. ACFT DEPARTED RWY ON R SIDE OF PAVEMENT APPROX 1000 FT FROM APCH END AT SLOW SPD. CAME TO REST IN GRASSY AREA. NO DAMAGE NOTED TO ACFT, WHEEL, TIRE (EXCEPT FLAT) OR RWY. NO LIGHTS WERE HIT. WITH HELP FROM ARPT PERSONNEL, ACFT MOVED TO RAMP AREA FOR REPAIRS TO TIRE. INSPECTION OF TUBE REVEALED IT HAD DEVELOPED SMALL LEAK INSIDE WALL OF TUBE. HAD NOT NOTICED ANY LEAKAGE DURING PREFLT AND TIRE HAS NOT HAD ANY PROBS. TUBE REPLACED AND FLOWN HOME WITHOUT INCIDENT.

Synopsis :

AN EXPERIMENTAL ACFT PLT, UPON LNDG AT LVK, EXPERIENCED A FLAT TIRE, CAUSING LOSS OF CTL AND DEP FROM THE RWY.

**ACN: 558347**

## **Time**

Date : 200208

Day : Mon

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : OUN.Airport

State Reference : OK

## **Environment**

Flight Conditions : VMC

## **Aircraft / 1**

Controlling Facilities.Tower : OUN.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1818.6

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 70

ASRS Report : 558347

## **Person / 3**

Function.Controller : Ground

## **Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

## **Supplementary**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

MY WIFE AND I LANDED AT NORMAN, OK, ON RWY 3 AT XA55Z FOR A FUEL STOP. ON TURNING OFF THE ACTIVE AND THE INITIAL TAXI BACK TO THE TERMINAL, THE TXWY WAS BOUNDED AND DEFINED. THE TXWY BOUNDARY ON THE E SIDE SOON STOPPED, OPENING UP TO A LARGE PAVED RAMP AREA. I TAXIED TO NEAR THE BASE OF THE TWR AND BTWN 2 ROWS OF PARKED ACFT AND TURNED IN, NEXT TO ANOTHER ACFT OVER A SET OF TIE-DOWNS. DURING THIS TAXIING AND PARKING. I REALIZED THAT THERE WERE NO YELLOW TXWY CTRLINE STRIPES ON THE TXWY OR IN THE TIE-DOWN AREA. AFTER START-UP, GND CTL CLRED US TO TAXI TO RWY 3 FOR DEP. WHILE TAXIING, MY ATTN WAS DISTR BY MY WIFE'S HAVING DIFFICULTY DIALING IN OKC'S DEP FREQ AND I WAS TRYING TO HELP. I MISTOOK THE PERPENDICULAR TXWY H1 FOR THE WAY TO GET TO THE PARALLEL TXWY. WHAT I THOUGHT I WAS LOOKING AT WAS A PARALLEL TXWY WITH THE RWY JUST BEYOND. ALL OF A SUDDEN, I REALIZED I HAD JUST CROSSED A 'HOLD SHORT' LINE AND I STOPPED THE ACFT. THE TWR TOLD ME TO HOLD WHERE I WAS WHILE A PLANE DOING TOUCH-AND-GOES WENT BY BEFORE I EXECUTED A 180 DEG TURN. THE TWR THEN ASKED ME IF I COULD TAKE AN INTXN DEP. I ASKED HOW MUCH RWY REMAINED AND LIKELY MISUNDERSTOOD HIM, THINKING HE SAID 3200 FT. I SAID THAT IT WOULD WORK AND WAS CLRED TO DEPART. ON THE INITIAL TKOF ROLL, I REALIZED THERE WAS NOT ENOUGH RWY AND ABORTED THE TKOF. THE TWR TOLD ME TO REMAIN ON HIS FREQ AND RETURN TO THE THRESHOLD END OF RWY 3. THE ENSUING TKOF WAS UNEVENTFUL, BUT NOW LOOKING BACK, I QUESTION WHETHER I MAY HAVE CLBED INTO OKC'S CLASS C AIRSPACE ON MY DEP TO THE E. NOT AS AN EXCUSE, BUT MY MIND WAS LIKELY FIXATED ON THE DUMB MOVES I HAD JUST MADE INVOLVING MISPERCEPTION, POOR JUDGEMENT AND BAD DECISIONS, THIS IN LIGHT OF THE FAA'S CONCENTRATING ATTN ON GND BASED INFRACTIONS. I'M CERTAIN THAT HAD THERE BEEN YELLOW TXWY CTRLINE STRIPING I WOULD HAVE HAD A VISUAL CLUE TO THE TXWY'S CONTINUANCE TOWARD THE THRESHOLD END OF RWY 3. I DID NOT REALIZE THE TXWY DID CONTINUE TO THE S BEYOND THE WIDE EXPANSE OF PAVING IN FRONT OF AND TO THE S OF THE TWR. A STRIPE WOULD HAVE CAUSED ME TO FOCUS ON AND REALIZE THAT. STRIPING WOULD ALSO HAVE BEEN A VALUABLE CLUE TO THE FACT THAT THE W EDGE OF THE RAMP WAS, IN FACT, A TXWY. THE SHORTCOMINGS OF MY ACTIONS ARE NOW VERY OBVIOUS -- I DO HAVE A FLT GUIDE AND WOULD HAVE BENEFITED GREATLY FROM A MORE CAREFUL AND THOROUGH STUDY OF THE ARPT LAYOUT AND IMMEDIATE VICINITY OF THE ARPT PRIOR TO TAXIING. JUST LIKE I HEARD ON MY VERY NEXT CALL TO WX BRIEF, DIAL IN ALL NEEDED FREQS AND OTHER SETTING BEFORE YOU MOVE THE ACFT FROM PARKING. DON'T ALLOW YOUR (MY) CONCENTRATION TO STRAY FROM THE PRIORITY -- TAXIING THE ACFT! SOMETHING AS SEEMINGLY INSIGNIFICANT AS THE FACT THAT I'VE BEEN FLYING A TANDEM 2 PLACE ACFT FOR YRS (ALL ALONE IN THE FRONT SEAT) AND HAVE RECENTLY STARTED FLYING THIS 2 PLACE SIDE-BY-SIDE (DISTRS NEXT TO ME), REQUIRES THAT I BE MORE RESOLUTE IN NOT LETTING MYSELF BE DISTR. EVEN THOUGH I DEVELOPED GOOD HABITS EARLY IN MY FLYING, OVER THE YRS THEY SEEM TO HAVE GOTTEN 'WATERED' DOWN. RECURRENT TRAINING IS A GOOD THING.

Synopsis :

AN EXPERIMENTAL ACFT PLT AND PAX, TAXIING FOR TKOF AT OUN ARPT, TAXIED PAST A HOLD SHORT LINE WITHOUT CLRNC.



## **Time**

Date : 200208

Day : Sat

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : IWA.Airport

State Reference : AZ

Altitude.MSL.Single Value : 1600

## **Environment**

Flight Conditions : VMC

Ceiling : CLR

## **Aircraft / 1**

Controlling Facilities.Tower : IWA.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Training

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

## **Aircraft / 2**

Controlling Facilities.Tower : IWA.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Training

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2800

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Type : 25

ASRS Report : 558370

## **Person / 2**

Function.Flight Crew : Single Pilot

## **Person / 3**

Function.Controller : Local

## **Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Flight Crew Human Performance

**Narrative :**

PLT PERFORMED A LOW APCH TO THE INCORRECT RWY. PLT WAS CLRED FOR A LOW APCH TO RWY 12L AT WILLIAMS GATEWAY ARPT BUT ACTUALLY PERFORMED THE APCH TO RWY 12R. I WAS THE LEAD OF A 2 PLANE FORMATION OF EXTRA 300L'S. THE INCIDENT OCCURRED DURING THE RETURN TO BASE PHASE OF A STANDARD AEROBATIC MISSION. DURING THE VFR RECOVERY FROM THE NE, THE FORMATION OF 2 EXTRA 300L'S WERE CLRED BY TWR TO PERFORM A LOW APCH TO RWY 12L. THE FORMATION JOINED THE DOWNWIND PATTERN TO RWY 12L. HOWEVER, THE PLT ACTUALLY PERFORMED THE LOW APCH TO RWY 12R. THEREAFTER, THE FORMATION WAS CLRED FOR A R DOWNWIND TO RWY 12R AND LANDED WITHOUT FURTHER INCIDENT. DURING THE LOW APCH TO RWY 12R, THERE WERE NO OTHER ACFT IN THE PATTERN OR ON THE RWY FOR RWY 12L OR RWY 12R. THERE WAS A LIGHT CIVILIAN ACFT ON FINAL APCH TO RWY 30C. ALSO, ANOTHER ACFT (LIGHT CIVILIAN) WAS GIVEN TKOF CLRNC ON RWY 12R, BUT HAD NOT YET PHYSICALLY TAKEN POS ON THE RWY. IT IS MY ASSESSMENT THAT I AM ENTIRELY AT FAULT DUE TO 'EXPECTANCY.' TYPICAL PRACTICE IS FOR TWR TO INITIALLY CLR THE FORMATION TO JOIN DOWNWIND RWY 12L AND THEREAFTER CHANGE THE CLRNC TO A LOW APCH TO RWY 12R DURING THE DOWNWIND SEGMENT. HOWEVER, THE FOLLOW ON CLRNC (TO SWITCH TO RWY 12R) WAS NOT GIVEN IN THIS CASE, YET THE PLT ASSUMED IT WAS. AS A RESULT, THE PLT COMPLETED THE WIDE BASE TURN, SWITCHING FROM RWY 12L TO RWY 12R AND COMPLETED THE LOW APCH. ALTHOUGH NOT AN EXCUSE, I BELIEVE THE FOLLOWING FACTORS CONTRIBUTED TO THE INCIDENT. 1) MY WING MAN'S RADIOS WERE NOT WORKING WELL. THE WING MAN HAD A DIFFICULT TIME RECEIVING. DURING THE STANDARD INITIAL CHK-IN WITH TWR, THE WINGMAN DID NOT ACKNOWLEDGE THE FREQ CHANGE. AS A RESULT, LEAD DIRECTED ATTN TO THE WINGMAN GIVING VISUAL SIGNALS TO ENSURE THE WINGMAN SWITCHED TO THE TWR FREQ. IT WAS DURING THIS TIME THAT THE FORMATION RECEIVED CLRNC FOR THE LOW APCH TO RWY 12L. 2) THE PAX OF LEAD'S ACFT WAS SPEAKING EXTENSIVELY DURING THE RECOVERY PHASE OF THE MISSION. AS A RESULT, THE PLT BELIEVES HE ALLOWED HIMSELF TO BECOME DISTR. THE INCIDENT WAS EXTENSIVELY DEBRIEFED WITH TWR, THE CHIEF OF OPS FOR THE COMPANY WITH WHICH THE PLTS ARE EMPLOYED, AND AMONG THE FORMATION MEMBERS. WE HAVE IDENTED THE FOLLOWING CAUSE FACTORS: EXPECTANCY CHANNELIZED ATTN, DISTR, AND WEAK WINGMAN RADIOS. IN ORDER TO PREVENT THIS FROM OCCURRING AGAIN, THE FOLLOWING ACTIONS HAVE BEEN TAKEN. EXPECTANCY: THE PLT HAS RECEIVED EXTRA TRAINING HIGHLIGHTING THE IMPORTANCE OF FULLY UNDERSTANDING AND COMPLYING WITH ATC INSTRUCTIONS. FURTHER, NOT TO 'EXPECT' A CLRNC BUT TO COMPLY WITH ACTUAL CLRNC'S GIVEN. DESPITE TRYING TO ENSURE THAT THE WINGMAN WAS ON THE CORRECT FREQ, LEAD MUST ENSURE HE KEEPS GOOD SITUATIONAL AWARENESS REGARDING ACTIVITIES AND COMS CONCERNING THE FORMATION. THE COMPANY FOR WHICH THE FORMATION IS EMPLOYED HAS NOW ESTABLISHED A STERILE COCKPIT POLICY TO PREVENT CUSTOMERS FROM DISTRACTING PLTS. NO LONGER WILL AIRCREW BE ALLOWED TO CASUALLY TALK TO CUSTOMERS DURING THE RECOVERY PHASE OF THE MISSION. CUSTOMERS WILL BE ADVISED OF THIS POLICY DURING THE PREFLT BRIEFING. THE COMPANY IS REPLACING THE 'WEAK' RADIO AND ANTENNA IN THE WING MAN'S ACFT, THUS PRECLUDING THE POSSIBILITY OF MISSED AND/OR MISUNDERSTOOD RADIO CALLS.

**Synopsis :**

AN AEROBATIC PLT, CLRED FOR A LOW APCH TO RWY 12L AT IWA, MADE THE APCH TO RWY 12R.

**Time**

Date : 200209

Day : Sun

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : TOA.Airport

State Reference : CA

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : TOA.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Business

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1740

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 920

ASRS Report : 558373

**Person / 2**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence.Other : LOW PASS GAR PROHIBITS

Independent Detector.Other.ControllerA : 2

Resolutory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

EXECUTED A LNDG APCH TO RWY 29L AT TOA ARPT. ENCOUNTERED HVY TURB AND 10 KT WINDSHEAR AT ABOUT 300 FT, RESULTING IN UNSTABILIZED AND DANGEROUS APCH. SIT WARRANTED A GAR, BUT I FELT COMPELLED TO COMPLY WITH TOA MUNICIPAL CODE WHICH PROHIBITS ANY '...ACTION BY AN ACFT CONSISTING OF AN APCH OVER THE ARPT FOR A LNDG WHERE THE PLT INTENTIONALLY DOES NOT MAKE CONTACT WITH THE RWY' ON SUNDAYS AND HOLIDAYS. AS A RESULT, I CONTINUED THE APCH UNTIL ABOUT 30 FT AGL, AT WHICH POINT I ABORTED THE LNDG (IN VIOLATION OF TORRANCE MUNICIPAL CODE) AND REQUESTED APCH TO RWY 29R. THE TWR REQUESTED AND RECEIVED A VERBAL RPT OVER GND CTL FREQ ON THE INCIDENT. CONTRIBUTING FACTORS: TOA MUNICIPAL CODE SECTIONS 51.5.4-51.5.7 PROHIBIT ABORTED LNDGS (LOW APCHS) DURING 'PROHIBITED HRS' WITHOUT CONSIDERATION OF SAFETY OR AUTH OF PIC UNDER FAR 91.3. SINCE SEP/96, 14 PLTS HAVE RECEIVED LETTERS FROM TOA THREATENING THEM WITH FINES AND JAIL TERMS FOR 'PROHIBITED ACTIONS' -- EVEN IN CASES WHERE THE CTL TWR HAD REQUESTED SPECIFIC 'PROHIBITED ACTIONS.' 'PROHIBITED ACTIONS' INCLUDE LOW APCHS (INCLUDING ABORTED LNDGS, GARS, AND MISSED IFR APCHS). RECOMMENDED CORRECTIVE ACTION: FAA SHOULD INVESTIGATE LCL LAWS THAT CONFLICT WITH FARs -- PARTICULARLY WHERE FAR 91.3 IS CONTRADICTED BY LCL LAWS. FAA SHOULD ASSERT ITS JURISDICTION IN THESE INSTANCES TO PRECLUDE UNCERTAINTY ON THE PART OF THE PIC. FACTORS AFFECTING THE QUALITY OF HUMAN PERFORMANCE: THIS IS A SERIOUS SAFETY ISSUE. PIC'S AT TOA DO NOT KNOW WHAT LAWS APPLY -- FARs OR LCL LAWS. DECISIONS SUCH AS THIS MUST BE MADE IN SECONDS. THERE SHOULD BE NO ROOM FOR UNCERTAINTY! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAS NOT RECEIVED A WARNING LETTER FROM THE ARPT AUTH. HOWEVER, HE IS CONCERNED THE ARPT AUTH DOES TAKE VIOLATION ACTION EVEN THOUGH THE PLTS HAVE NOT DELIBERATELY VIOLATED THE RULES. HE WAS INFORMED THAT THE LCL FAA FSDO WOULD BE THE APPROPRIATE RESOURCE TO HELP IN CLARIFYING THE APPLICABLE RULES REGARDING THIS MATTER, BUT THEY DO NOT HAVE PWR TO OVERRIDE ACTION TAKEN BY THE ARPT AUTH.

Synopsis :

LANCAIR PVT PLT ABANDONS LNDG ATTEMPT AT TOA DUE TO WINDSHEAR AND REQUESTED AN APCH TO ANOTHER RWY WHICH RESULTED IN APPARENT VIOLATION OF ARPT RULES OF NO LOW PASSES PERMITTED ON WKENDS.

**ACN: 558723**

**Time**

Date : 200208

Day : Sat

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : COE.Airport

State Reference : ID

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Training

**Person / 1**

Function.Flight Crew : Single Pilot

ASRS Report : 558723

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Aircraft

Narrative :

DURING TAXI TEST BEFORE FIRST FLT, L SIDE LNDG GEAR FAILED. THE PLANE DROPPED DOWN ON L SIDE AND SWERVED OFF RWY. VERY MINOR DAMAGE TO PLANE.

Synopsis :

EXPERIMENTAL HOME BUILT ACFT LNDG GEAR FAILED DURING TAXI TESTS.

**Time**

Date : 200209

Day : Sat

**Place**

State Reference : NY

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Refueling

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 600

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 200

ASRS Report : 559232

**Events**

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.None Taken : Insufficient Time

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE REPOSITIONING A SINGLE PLACE CONVENTIONAL GEAR ACFT TO REFUEL, DUE TO LINE-OF-SIGHT LIMITATIONS, THE PROP STRUCK A TXWY LIGHT. NO INJURIES WERE RPTED. DAMAGE WAS TO THE LIGHT FIXTURE AND THE WOODEN PROP WHICH WAS NOT REPAIRABLE.

Synopsis :

AN SMA PLT, WHILE TAXIING AT FZY, MADE PROP, DAMAGING, CONTACT WITH A TXWY LIGHT.



**Time**

Date : 200209

Day : Wed

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SLN.Airport

State Reference : KS

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : SLN.Tower

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 300

ASRS Report : 559553

**Person / 2**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

RAPID DSCNT FROM 9000 FT MSL RESULTED IN HIGH AIRSPD IN KEEPING WITH ATC ORDER TO 'KEEP SPD UP.' HVY TFC CONGESTION DISTR MY USUAL APCH TO LAND PROCESS. TWR DID NOT SEE MY WHEELS WERE UP. MY GEAR WARNING SYS FAILED. I LANDED GEAR UP.

Synopsis :

AMATEUR BUILT SMA PLT FORGOT GEAR DOWN AND LANDED GEAR UP. GEAR WARNING INDICATOR WAS NOT WORKING.

**Time**

Date : 200209

Day : Wed

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : IOW.Airport

State Reference : IA

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Aerobatics

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 515

Experience.Flight Time.Last 90 Days : 52

Experience.Flight Time.Type : 58

ASRS Report : 559556

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

**Narrative :**

PLT TOOK OFF FOR A BRIEF PLEASURE FLT AND LIMITED AEROBATICS. FLEW TO PRACTICE AREA ABOUT 10 MI W OF IOW AND CLBED TO 4500 FT AGL. AFTER SOME WING-OVERS, PLT PERFORMED A SEQUENCE OF 7 OR 8 ROLLS. UPON TURNING BACK TO THE ARPT, THE PLT NOTICED A DECREASE OF PWR, LOW OIL PRESSURE AND HIGH OIL TEMP. PLT ATTEMPTED TO NURSE THE PLANE BACK TO THE ARPT, BUT ENG KEPT LOSING PWR AND EVENTUALLY SEIZED ABOUT 2 MI W OF IOW. PLT SAFELY LANDED THE PLANE IN A SOYBEAN FIELD WITH NO INJURIES TO THE PLT OR DAMAGE TO PLANE (EXCLUDING THE TOASTED ENG). WHILE THE CAUSE OF THE OIL PROB HAS NOT BEEN DEFINITELY IDENTED, PLT BELIEVES THERE WAS A PROB WITH THE INVERTED OIL SYS CAUSING THE ENG TO LOSE A LITTLE BIT OF OIL EACH TIME THE PLANE WENT INVERTED. ON EARLIER FLTS, THE PLT HAD DONE SOME AGGRESSIVE PUSHOVERS (REACHING 0 G'S) AND EACH TIME THERE WAS A LOSS OF APPROX 1 QUART OF OIL FOR THE FLT (APPROX 5-10 PUSHOVERS). BY THE TIME THE PLT TURNED TOWARD THE ARPT, THERE WAS LIKELY VERY LITTLE OIL LEFT IN THE ENG. ALTHOUGH THE PLANE AND ENG HAD 180 HRS ON IT, THE AIRPLANE HAD ONLY BEEN INVERTED A COUPLE OF TIMES FOR A SHORT DURATION (DURING ROLLS BY A PREVIOUS PLT). THEREFORE, THE INVERTED OIL SYS MAY NEVER HAVE BEEN FULLY TESTED. TO HAVE PREVENTED THIS SIT, THERE ARE SEVERAL THINGS THE PLT COULD HAVE DONE. THE PLT SHOULD HAVE DONE A SINGLE ROLL AND THEN RETURNED TO HAVE THE SYS INSPECTED. ALSO, THE PLT SHOULD HAVE PAID CLOSER ATTN TO THE OIL GAUGES DURING THE FLT AND ESPECIALLY MONITORED IT AFTER EACH ROLL. IF THE PLT HAD NOTICED THE PROB SOONER, THE AIRPLANE COULD HAVE RETURNED TO THE ARPT AND NOT HAVE DAMAGED THE ENG. ULTIMATELY, THE PLT SHOULD HAVE CONSIDERED THAT HE WAS EXPANDING THE ENVELOPE OF THE AIRPLANE'S OPS AND TREATED THE FLT AS A TEST FLT RATHER THAN A PLEASURE FLT. ADDITIONALLY, THE PLT PROBABLY SHOULD HAVE LANDED AS SOON AS THE PROB WAS IDENTED RATHER THAN TRYING TO MAKE IT BACK TO THE ARPT. THERE WERE PLENTY OF LEVEL FIELDS AVAILABLE. THE PLT WAS CONCERNED TO MAKE IT BACK TO THE ARPT. THERE WERE PLENTY OF LEVEL FIELDS AVAILABLE. THE PLT WAS CONCERNED ABOUT THE RELATIVE HIGH LNDG SPD OF THE PLANE AND DIDN'T REALIZE THE QUICKNESS THE ENG WOULD DETERIORATE. THE PLT FELT THAT THE ENG WOULD HOLD TOGETHER LONG ENOUGH TO REACH THE ARPT AND WEIGHED THE COST OF DAMAGING THE ENG AS BETTER THAN THE RISK OF AN OFF ARPT LNDG. UNFORTUNATELY, HE GOT STUCK WITH BOTH.

**Synopsis :**

THE PLT OF A STEEN SKYBOLT IS FORCED INTO AN EMER OFF ARPT LNDG WHEN THE ENG RUNS OUT OF OIL 3 MI W OF IOW, IA.

**Time**

Date : 200209

Day : Sun

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : TPA.Airport

State Reference : FL

**Environment**

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Pleasure

Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 36

Experience.Flight Time.Last 90 Days : 22

Experience.Flight Time.Type : 36

ASRS Report : 560267

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS THE PIC OF A HOT AIR BALLOON (CAMERON V77). I WAS ON LNDG APCH FLYING NNW IN LIGHT AND VARIABLE WIND CONDITIONS. WHILE DSNDING, I ENCOUNTERED AN UNFORECAST AND UNFORESEEN DOWNDRAFT THAT PUSHED MY BALLOON ABRUPTLY DOWN AND TO THE W. I IMMEDIATELY TOOK EVASIVE ACTION BY TURNING ON BOTH BURNERS BUT COULD NOT ARREST THE RATE OF DSCNT BEFORE MAKING CONTACT WITH THE PEAK OF A HOUSE. THE BASKET BRUSHED AGAINST THE SOFFIT ABOVE THE GARAGE AT WHICH TIME THE BALLOON IMMEDIATELY ASCENDED AGAIN. DAMAGE TO THE HOUSE WAS MINIMAL AND DAMAGE TO THE BALLOON WAS NON EXISTENT. I CONTINUED ON TO COMPLETE THE LNDG APPROX 1/4 OF A MI FROM THE INCIDENT.

Synopsis :

HOT AIR BALLOON PLT ENCOUNTERS A DOWNDRAFT WHICH ALLOWS TEMPORARY CONTACT BY THE BALLOON WITH A HOUSE, WHILE ON ITS APCH PATH TO THE LNDG AREA, 15 MI N OF TPA, FL.

**Time**

Date : 200209

Day : Fri

Local Time Of Day : 1201 To 1800

**Place**

State Reference : AL

**Environment**

Flight Conditions : VMC

Ceiling.Single Value : 3500

**Aircraft / 1**

Controlling Facilities.TRACON : HSV.TRACON

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Aerobatics

Flight Phase.Cruise.Other : AEROBOTICS

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 19500

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 155

ASRS Report : 560538

**Person / 3**

Function.Controller : Approach

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

**Narrative :**

I WAS PERFORMING AEROBATICS IN A YAK-52 EXPERIMENTAL/EXHIBITION CATEGORY ACFT. AFTER PERFORMING SEVERAL MANEUVERS WITHOUT INCIDENT I ENTERED A CUBAN-8 AT AN ALT OF 2000 FT AGL, FLOATED OVER THE TOP AT 2700 FT AGL, AND ROLLED-OUT IN A 45 DEG DIVE. I PAUSED IN THE DIVE AND BEGAN A PULL ON THE STICK. THE ACFT DID NOT RESPOND. I PULLED HARDER, MUCH HARDER THAN NORMAL. IT STILL DIDN'T RESPOND. I PULLED THE PWR TO IDLE AND PULLED HARDER. THE NOSE BEGAN TO SLOWLY WORK ITS WAY UP. I BOTTOMED-OUT AT APPROX 300-400 FT AGL. I MANAGED A SLOW CLB AND PERFORMED A CONTROLLABILITY CHK. HVY AFT STICK PRESSURE WAS REQUIRED BY BOTH ME AND THE PAX IN THE REAR COCKPIT, WHO WAS NOT A PLT, TO MAINTAIN LEVEL FLT WITH THE PWR OFF. I THOUGHT ABOUT PUMPING THE STICK FORWARD TO ATTEMPT TO DISLodge OR DROP WHATEVER WAS BINDING THE ELEVATOR BUT DECIDED THAT IF THE BIND FOLLOWED THE STICK FORWARD WE WOULD NOT HAVE THE ALT TO BAIL OUT. I DETERMINED THAT A LNDG WAS MARGINAL. WITH FUEL DOWN TO 25 LITERS (15-20 MINS) I HAD NO MORE TIME TO EXPERIMENT. I DECIDED NOT TO LAND AT THE HOME FIELD WHICH WAS A 2500 FT GRASS STRIP. I FLEW TOWARD HUNTSVILLE INTL WHICH HAD A 10000 FT RWY AND A WILD AREA TO THE S WHERE WE COULD BAIL OUT IF NECESSARY. I CONTACTED APCH CTL AND DECLARED AN EMER. ENRTE, I TOLD THE PAX TO LOCK HIS HANDS AROUND THE STICK AND USE HIS ARMS TO METER BACK PRESSURE ACCORDING TO MY INSTRUCTIONS. 'MORE' WAS TO MEAN MORE STEADY BACK PRESSURE. 'EASE OFF' WOULD MEAN GRADUALLY RELEASE THE PRESSURE. I WAS CONCERNED THAT TOO MUCH PRESSURE MIGHT BREAK A CABLE. I PUT THE GEAR DOWN AND FLEW A LONG FLAT NO FLAP AT A HIGH AIRSPD. THE PAX DID A FINE JOB. I REDUCED PWR FOR A FLARE AND THE NOSE DROPPED ALARMINGLY. I YELLED 'MORE MORE MORE!' AND HE TRIED TO COMPLY BUT THE PLANE STRUCK THE RWY HARD IN A SLIGHTLY NOSE LOW ATTITUDE. THE AIRPLANE ROLLED OUT AND I TAXIED TO PARKING. THERE WAS NO DAMAGE. UPON SHUT-DOWN I WENT BACK TO THE TAIL AND SAW THAT THE ELEVATOR WAS JAMMED IN THE NEUTRAL POS. HARD BACK STICK PRESSURE BY BOTH OF US APPARENTLY GAVE IT ANOTHER DEGREE OR TWO UP, WHICH MUST HAVE BEEN OUR SAFETY MARGIN. I PUSHED THE ELEVATOR DOWN AND IT WENT WITHOUT RESISTANCE AND I HEARD A METALLIC PLUNK IN THE TAIL. I TOOK OFF AN INSPECTION PANEL AND REACHED INSIDE AND RETRIEVED A 7 IN VICEGRIP TOOL. IT HAD FALLEN FROM A JAMMED POS IN THE ELEVATOR CTL HORN ASSEMBLY. IT HAD APPARENTLY WORKED ITS WAY TAIL WARD FROM THE COCKPIT AREA WHERE IT HAD BEEN LEFT UNNOTICED. IN SUM, THE RECOVERY FROM THE DIVE WAS PURELY MECHANICAL. I JUST DID WHAT CAME NATURAL -- PULLED HARD. HAD WE BEEN PERFORMING AEROBATIC FLT NEAR OR BELOW THE FAA MINIMUM ALT (1500 FT AGL) IT WOULD HAVE BEEN FATAL. BUT THE NEXT 15 MINS TURNED AN ACCIDENT-IN-THE-MAKING INTO A SCARY STORY. THE PAX IN BACK KEPT HIS COOL. I LEVELED WITH HIM AND TOLD HIM THAT WE WERE IN A VERY SERIOUS SIT. HAD HE PANICKED AND NOT BEEN COOPERATIVE I THINK WE WOULD HAVE HAD TO ABANDON THE ACFT. THIS WAS A CLR CASE WHERE CRM, EVEN WITH A NON-PLT PAX, WORKED. THE ONLY THING I WOULD DO DIFFERENT IS I WOULD NOT HAVE PULLED THE PWR OFF WHEN LNDG, BUT WOULD HAVE SIMPLY DRIVEN IT ONTO THE RWY. THAT WOULD HAVE PREVENTED THE DANGEROUS NOSE DROP. THERE WAS PLENTY OF RWY LENGTH TO STOP. IT DOESN'T MATTER TO ME WHO LEFT THE TOOL THERE. IT MAY HAVE BEEN ME. SEVERAL PEOPLE HAD WORKED ON THE PLANE SINCE ITS CONDITIONAL INSPECTION 5 MONTHS EARLIER AND SINCE IT HAD BEEN PAINTED 2 MONTHS AFTER THAT. THE IMPORTANT THING IS TO ADOPT PROCS TO SEE THAT IT DOES NOT HAPPEN AGAIN AND TO FOLLOW THEM RELIGIOUSLY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT THE 2 OWNERS DO A LOT OF THE MAINT ON THE ACFT ASSISTED BY SEVERAL OTHER A&P MECHS. THEY HAVE SINCE REVIEWED THEIR TOOL CTL PROCS. THERE WAS, AFTER A THOROUGH INSPECTION, FOUND TO BE NO DAMAGE TO THE ACFT. WITH THE PROSPECT OF HAVING TO BAIL OUT OF THE ACFT THE OWNERS ARE NOW CONSIDERING THE USE OF HELMETS AND COMMITTING TO A DETAILED BRIEFING OF PAX ON BAIL OUT PROCS.

**Synopsis :**

A YAK-52 PLT EXPERIENCES A JAMMED ELEVATOR DURING AEROBATIC MANEUVERS CAUSED BY A FOREIGN OBJECT IN THE ELEVATOR CTL ASSEMBLY. SUCCESSFUL RECOVERY WAS MADE BELOW 500 FT AGL FOLLOWED BY A DIFFICULT LNDG AT A DIVERSION ARPT.



**Time**

Date : 200210

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : APA.Airport

State Reference : CA

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Make Model : Balloon

Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3664

Experience.Flight Time.Last 90 Days : 72

ASRS Report : 562641

**Events**

Anomaly.Non Adherence.Other : FUEL RESERVES

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

**Narrative :**

MECHANICAL FAILURE RESULTING IN INACCESSIBLE FUEL AND SUBSEQUENT UNCTLED LNDG. FAA AND NTSB HAS DESIGNATED THIS AN INCIDENT. ACFT OP WAS NORMAL AND STANDARD WITH NO ANOMALIES. I HAD ASCENDED AND WAS CRUISING AT APPROX 1400 FT MSL. IN STANDARD OP PROC. I ATTEMPTED TO SWITCH FROM TANK #1 TO TANK #3 THE VALVE WOULD NOT ACCEPT THE HOSE FITTING. I MADE MULTIPLE ATTEMPTS WITHOUT SUCCESS. THE TEST THE HOSE FITTING I SUCCESSFULLY REATTACHED THE FUEL HOSE TO TANK #1. I AGAIN ATTEMPTED TO ATTACH THE HOSE TO TANK #3. I LUBRICATED BOTH THE HOSE AND THE VALVE FITTING WITH SILICONE LUBRICANT, AND MADE SEVERAL MORE ATTEMPTS TO CONNECT THE HOSE TO TANK #3 VALVE, WITHOUT SUCCESS. I PROCEEDED TO RELIEVE THE INTERNAL VALVE PRESSURE AND CONCLUDED I HAD DONE SO SUCCESSFULLY, OR THAT THERE WAS NO INTERNAL PRESSURE TO BE RELEASED, BUT THE FITTING WOULD NOT CONNECT. DURING THIS PROCEEDING, I SUCCESSFULLY RECONNECTED THE HOSE TO TANK #1 ON MORE THAN ONE OCCASION AS A TEST. I RECONNECTED TANK #1 WHICH HAD APPROX 25 PERCENT FUEL REMAINING, KEPT THE VALVE OFF AND LET IT SIT IDLE AND REST. DURING THIS PERIOD OF TIME, I CONTINUED FLYING THE BALLOON IN A NORMAL MANNER OFF TANK #2. I CONTINUED TO FLY OFF TANK #2 FOR SOME TIME TO ASSESS AND RETHINK THE SIT, ATTEND TO NAV AND PAX, AND GIVE THE TANK, THE ATTEMPT, AND MYSELF TIME TO REGROUP, WITHOUT A DOUBT MY NEXT ATTEMPT WOULD BE SUCCESSFUL. I WAS ALSO CONFIDENT I HAD FUEL IN TANKS #2 AND #4 REMAINING. AGAIN, I ATTEMPTED TO SWITCH FROM TANK #1 TO TANK #3, REPEATING ALL OF THE ABOVE STEPS, THOROUGHLY AND METHODICALLY, WITHOUT SUCCESS. ASTONISHED AT THE FAILURE TO CONNECT, I TURNED MY ATTENTION TO NAV AND ASSESSED THE SIT. I TURNED MY ATTENTION TO SWITCHING OVER TANK #2 TO TANK #4. I ATTEMPTED TO CONNECT THE HOSE TO TANK #4 WITHOUT SUCCESS. I RETURNED TO TANK #1 TO MAKE ANOTHER ATTEMPT TO SWITCH TO TANK #3, REPEATING ALL THE STEPS I HAD TRIED PREVIOUSLY, WITHOUT SUCCESS. I RECONNECTED TANK #1 TO CONTINUE FLYING WITH PURPOSE OF GETTING ON THE GND ASAP WHILE ATTEMPTING TO CONNECT TANK #4 AGAIN, WITHOUT SUCCESS. AS I DESCENDED FROM APPROX 1400 FT MSL TO APPROX 400 FT AGL. I EXHAUSTED TANK #1 FUEL. I CONTINUED TO NEGOTIATE A LNDG ON TANK #2 UNTIL ALL FUEL WAS EXHAUSTED. THE PLT LIGHTS EXTINGUISHED ON BOTH BURNERS AND WOULD NOT RELIGHT AFTER MULTIPLE ATTEMPTS. ALL FUEL IN TANKS #1 AND #2 WAS EXHAUSTED. THE ACFT DESCENDED FROM ABOUT 300-400 FT AGL IMPACTING PWR LINES, ONE WHICH BROKE WHEN STRETCHED, WHICH DID NOT RESULT IN ANY ELECTRICAL EVENT. THE ACFT LANDED HARD UPON A RURAL DRIVEWAY. JUST PREVIOUS TO CONTACTING THE PWR LINES, I SHUT OFF THE PLT LIGHT VALVES. JUST PREVIOUS TO CONTACT WITH THE GND, I OPENED THE DEFLATION VALVE FULLY. THE ACFT RECOILED AND THE GONDOLA CAME TO REST ABOUT 15 FT FROM THE ROAD IN A VINEYARD, BETWEEN TWO ROWS OF GRAPEVINES. IT IS MY OPINION THAT THE VALVE HAS A DESIGN FEATURE THAT COULD PROBABLY CONTRIBUTE TO THIS FAILURE FOR A SUCCESSFUL HOSE CONNECTION. THE FUEL SHUTOFF VALVE ON THE FUEL TANK HAS A FUEL FLOW CHK VALVE DOWNSTREAM FROM THE SHUTOFF VALVE WHICH WILL PRECLUDE FREE FUEL FLOW OF FUEL FROM THE TANK IF THE VALVE IS OPENED AND THE FUEL IS RELEASED UNRESTRICTED INTO THE OPEN ATMOSPHERE. THERE IS A CHAMBER THAT IS FORMED INTERNALLY IN THE VALVE BETWEEN THE SHUTOFF VALVE AND THE FUEL FLOW CHK VALVE. THERE ARE CIRCUMSTANCES THAT CAN ALLOW THIS CHAMBER TO FILL WITH FUEL WHICH IN TURN BUILDS HIGH INTERNAL PRESSURE WITHIN THAT CHAMBER. THIS INTERNAL PRESSURE CAN CREATE PRESSURE AGAINST THE CHK VALVE, LOCKING IT IN THE CLOSED POSITION, WHICH CAN MADE IT DIFFICULT FOR THE FUEL FLOW CHK VALVE TO OPERATE FREELY. WHEN THE FUEL FLOW CHK VALVE IS IN THE CLOSED POSITION, IT IS NOT POSSIBLE FOR THE FUEL HOSE FITTING TO BE SUCCESSFULLY CONNECTED TO THE FUEL TANK VALVE. OPPORTUNITIES FOR THIS VALVE TO BUILD PRESSURE IN THE INTERNAL CHAMBER AND LOCKING THE FUEL FLOW CHK VALVE IN PLACE ARE: A) A LEAKING FUEL SHUTOFF VALVE WHICH FUEL MAY BYPASS, B)RESIDUAL FUEL IN THE CHAMBER FRO REFUELING, C) FUEL ENTERING COLD AND REMAINING TO EXPAND AS IT WARMED, INCREASING PRESSURE EXPONENTIALLY. A VERY HIGH INTERNAL CHAMBER PRESSURE WOULD MAKE IN DIFFICULT, OR IN THIS CASE, IMPOSSIBLE, TO CONNECT THE HOSE FITTING. I BELIEVE THIS SIT OCCURRED BECAUSE PRESSURE WAS SO HIGH THAT I COULD NOT SUCCESSFULLY RELEASE THE INTERNAL CHAMBER PRESSURE.

**Synopsis :**

A CAMERON BALLOON PLT HAS A FORCED HARD LNDG WHEN HE RUNS OUT OF FUEL AFTER FAILING IN ATTEMPTING A SERIES OF FUEL LINE CONNECTS TO THE RESERVE FUEL TANKS NEAR APA, CA.

**Time**

Date : 200210

Day : Tue

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : ASH.Airport

State Reference : NH

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : ASH.Tower

Operator.General Aviation : Instructional

Make Model : Sail Plane

Mission : Training

**Person / 1**

Experience.Flight Time.Total : 613

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 57

ASRS Report : 562798

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Local

**Events**

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Unable

**Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I AM A FLT INSTRUCTOR AT NASHUA, NH. I HAVE A STUDENT GOING THROUGH THE GLIDER PRIVATE PLT FLT COURSE. I SIGNED HIM OFF TO SOLO ON 10/WED/02, IN THE MOTOR GLIDER AS A STUDENT PLT IN THE GROB 109B. ON 10/TUE/02, MY STUDENT WAS PERFORMING HIS SECOND SOLO GLIDER LESSON WHILE I WAS DOING A DUAL FLT WITH ANOTHER STUDENT IN ANOTHER AIRPLANE. AFTER I LANDED AND TAXIED TO THE RAMP, I LOOKED TO THE RWY AND OBSERVED THE GLIDER MY STUDENT WAS FLYING STOPPED ON THE RWY. A BUNCH OF INSTRUCTORS RECEIVED PERMISSION FROM NASHUA TWR (TWR HALTED RWY ACTIVITY) TO GO ON THE RWY TO PUSH THE GLIDER OFF. ONCE THEY PUSHED THE GLIDER TO THE RAMP, I SPOKE TO MY STUDENT TO FIND OUT WHAT HAPPENED. HE INDICATED AFTER HE LANDED, THE GLIDER SWERVED L (AS IT TYPICALLY DOES) AND HE CORRECTED TO THE R. HE PULLED THE DIVE BRAKES TO SLOW DOWN (THE DIVE BRAKES ARE INTERCONNECTED TO THE TOE BRAKES) AND APPLIED TOO MUCH OF THEM WHICH CAUSED THE ACFT TO NOSE-OVER AND STRIKE THE PROPELLER (THE GROB G109B IS A TAIL WHEEL GLIDER). AFTER THE PROPELLER STRIKE, HE SHUT THE ENGINE DOWN AND INFORMED TWR.

Synopsis :

GROB 109B MOTOR GLIDER STUDENT PLT LOST CTL DURING LNDG AND NOSED OVER CAUSING DAMAGE TO THE PROPELLER.

**ACN: 562882**

**Time**

Date : 200210

Day : Wed

Local Time Of Day : 0601 To 1200

**Place**

State Reference : UT

**Aircraft / 1**

Operator.Common Carrier : Charter

Make Model : Balloon

Mission : Passenger

Flight Phase.Descent : Intermediate Altitude

**Person / 1**

ASRS Report : 562882

**Events**

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed As Precaution

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I AM THE OWNER/OPERATOR AND PLT OF COMPANY. I OPERATE IN THE PARK CITY, UT, AREA. ON THE MORNING OF OCT/WED/02, I WAS OBSERVING AND EVALUATING A PLT FOR POSSIBLE EMPLOYMENT WITH MY COMPANY. THE FLT WAS GOING WELL AND THE WINDS WERE CALM. I WAS CHALLENGING HIM TO GUIDE THE BALLOON TO A LOCATION APPROPRIATE FOR CHANGING OUT PAX. AS WE APCHED THE AREA FOR LNDG, WE EXPERIENCED A SUDDEN SHIFT IN WIND DIRECTION THAT BLEW US OVER PARK MEADOWS GOLF COURSE. RATHER THAN CONTINUE INTO A DIFFICULT LOCATION, I ELECTED TO PUT DOWN ON A RESIDENTIAL STREET. I HAD 3 CREW MEN ON THE GND AND I DROPPED A LINE TO THEM FOR CTL. THEY WERE ABLE TO DIRECT ME RIGHT ONTO THE STREET WITHOUT INCIDENT. WE SWAPPED OUT PAX AND DEPARTED THE AREA WITHOUT DIFFICULTY. I THEN ASSUMED CTL OF THE BALLOON TO ENSURE THAT WE DID NOT LAND IN A CONGESTED AREA AGAIN. I SHOULD NOT HAVE ALLOWED THE BALLOON TO GO AS FAR AS IT DID TO LAND IN THE RESIDENTIAL AREA. I WILL NOT ALLOW IT AGAIN.

Synopsis :

BALLOON PLT MAKES PRECAUTIONARY LNDG ON A RESIDENTIAL STREET WHEN A WIND SHIFT DRIFTED THE BALLOON IN ANOTHER DIRECTION THAN DESIRED.

**Time**

Date : 200210

Day : Sun

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SEZ.Airport

State Reference : AZ

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Aircraft / 2**

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 370

ASRS Report : 563147

**Person / 2**

Function.Flight Crew : Single Pilot

**Events**

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Rejected Takeoff

Resolutive Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 100

Miss Distance.Horizontal : 2000

**Supplementary**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

SEDONA (SEZ) USES RWY 3 FOR LNDG AND RWY 21 FOR TKOF WITH LESS THAN 10 KTS WIND. I WAS ON TKOF ROLL START (RWY 21) AND ABORTED, EXITED TO TXWY BECAUSE OF ACFT ON SHORT FINAL FOR RWY 3. BUSY SUNDAY MORNING, 4 ACFT WAITING TO GO FOR RWY 21. ONE ANNOUNCED ACFT ON DOWNWIND. CTAF BUSY WITH ACFT CALLING TO ANNOUNCE TAXIING. AIRBORNE ACFT CALLING POS NEAR ARPT AND IN PATTERN. SEDONA TOO BUSY TO DO 'LAND ON RWY 3' 'TKOF ON RWY 21,' ALTHOUGH ENCOURAGED FOR NOISE REASONS! CTAF DOES NOT NEED TAXI CALLS (CLUTTER). I HAD WAITED FOR ANNOUNCED ACFT TO LAND AND CLR, NEVER HEARD RWY 3 LNDG ACFT UNTIL HE WAS ON SHORT FINAL. HE SAID HE ANNOUNCED HIMSELF. NEVER HEARD HIM. UNEVENTFUL DEP SECOND TIME, FOURTH TO GO.

Synopsis :

PLT ON TKOF ROLL ABORTED TKOF AND EXITED THE RWY AFTER DETECTING A LNDG ACFT, NOSE-TO-NOSE AT SEZ.



**Time**

Date : 200210

Day : Sat

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 410

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 25

ASRS Report : 563177

**Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENG OIL TEMP/PRESSURE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WAS APPROX 5 MI SE OF ZZZ1 WHEN OIL TEMP BEGIN TO RISE AND OIL PRESSURE BEGIN TO DROP. TURNED NW TO ATTEMPT TO LOCATE ZZZ1 ARPT. I COULD NOT LOCATE IT AND FLEW TOWARD ZZZ. ENG BEGAN TO LOSE PWR AND AT AN ALT OF 800 FT I DECIDED TO MAKE A PRECAUTIONARY LNDG ON A FIELD. UPON ROLLOUT THE NOSE GEAR HIT A RUT AND COLLAPSED. THERE WAS NO DAMAGE TO THE FIELD OR CROPS OR INJURIES TO MYSELF. THE ENG HAS NOT BEEN TURNED DOWN YET TO FIND THE PROB, BUT IT IS PROBABLY AN OIL PUMP.

Synopsis :

PLT OF AN EXPERIMENTAL ACFT HAS ENG FAILURE AND MAKES PRECAUTIONARY OFF FIELD LNDG.

**Time**

Date : 200210

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : CMH.Airport

State Reference : OH

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : CMH.Tower

Operator.General Aviation : Personal

Make Model : Amateur (Home) Built

Mission : Pleasure

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2366

Experience.Flight Time.Last 90 Days : 27

Experience.Flight Time.Type : 177

ASRS Report : 563678

**Person / 2**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM PVT GRASS STRIP ARPT, THE L LNDG GEAR STRUT WAS BROKEN FROM HITTING AN UNKNOWN OBSTACLE. WITH GEAR DAMAGE TO THE RETRACTABLE UNDERCARRIAGE, I CHOSE TO PERFORM A GEAR UP LNDG AT THE CLOSEST ARPT WITH QUALIFIED EMER SVCS WHICH WAS CMH. I DID NOT HAVE MY AIRMANS CERTIFICATE OR MY CURRENT MEDICAL ON MY PERSON WHEN I HAD TO PERFORM THE GEAR UP LNDG AT CMH.

Synopsis :

A PVT PLT FLYING HIS AMATEUR BUILT ACFT HAS TO DIVERT TO CMH FOR A GEAR UP LNDG AFTER GEAR STRUT DAMAGED ON DEP FROM A GRASS FIELD NEAR CMH, OH.

**ACN: 563683**

### **Time**

Date : 200210

Day : Tue

Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : ABQ.Airport

State Reference : NM

### **Environment**

Flight Conditions : VMC

### **Aircraft / 1**

Operator.Common Carrier : Charter

Make Model : Balloon

### **Person / 1**

Function.Flight Crew : Single Pilot

ASRS Report : 563683

### **Person / 2**

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1000

ASRS Report : 563681

### **Events**

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

### **Supplementary**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

IN SUM: A COMMERCIAL HOT AIR BALLOON WAS SET DOWN JUST OUTSIDE THE BORDER OF NATL PARK LAND. PARK RANGERS ALLEGED THAT THE BALLOON WAS INSIDE THE PARK BORDER EVEN THOUGH THEY WERE NEVER CLOSER THAN 1/2 MI TO THE ACFT. THE GND RECOVERY CREW WAS HELD BY THE RANGERS AND NOT ALLOWED TO ASSIST WITH RECOVERY. THREATENED WITH CONFISCATION AND FINE IF HE DID NOT LEAVE. THE PLT ARRANGED FOR MORE FUEL, MADE A NON COMPLIANT INSTALLATION OF FUEL TANKS IN HIS ACFT. PAX WERE LEFT BEHIND AND FLT WAS COMMENCED TO LEAVE THE AREA. FLT PASSED OVER PARK LAND TO ARRIVE OUTSIDE THE PARK WITH A LNDG IN AN APPROPRIATE UNCONTESTED AREA WITH NEGLIGIBLE FUEL REMAINING. THE NON COMPLIANT INSTALLATION AND USE OF THE EXTRA FUEL TANKS CAUSED DAMAGE TO THE ACFT SYS RESULTING IN UP TO \$1000 IN DAMAGE. ONCE THE FINAL LNDG WAS MADE, THE PARK RANGERS DID OFFER SOME ASSISTANCE IN REACHING THE BALLOON, BUT WERE UNCOOPERATIVE IN PROVIDING INFO AS TO THEIR IDENT OR SUPERVISION CONTACT DATA. THE 4 RPTRS ASSERT THAT THE OFFICIALS INVOLVED WERE TOTALLY UNFAMILIAR WITH BALLOON OP AND THE AREA OF THE LNDG AND BECAME CAUGHT UP IN AN EXERCISE OF ASSERTING THEIR ASSUMED AUTH. THE FACTS AS SEEN BY THE RPTRS HAVE BEEN REVIEWED BY THE LCL FSDO.

Synopsis :

A BALLOON LNDG NEAR A NATL PARK RESULTS IN A DISAGREEMENT AS TO LOCATION AND UNAUTH FUEL TANK INSTALLATION IN THE BALLOON.

**Time**

Date : 200211

Day : Sun

Local Time Of Day : 0601 To 1200

**Place**

State Reference : WI

**Environment**

Ceiling.Single Value : 10000

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 101

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 85

ASRS Report : 564460

**Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER FLYING TO AN ALT OF 4000 FT AGL AND HAVING 2 PARACHUTISTS EXIT, I WAS DSNDING TO LAND. WINDS ABOVE 400 FT AGL WERE OUT OF SOUTHWEST AT 6-8 KTS (ESTIMATE). BELOW 400 FT AGL WINDS BECAME LIGHT AND VARIABLE. I WAS DSNDING OVER PWR LINES AND THEN A PAVED ROAD INTENDING TO LAND IN A MOWED FIELD ON THE OTHER SIDE. AS I PASSED ABOVE PWR LINES, MY DIRECTION OF TRAVEL STOPPED AND I DSNDING STRAIGHT DOWN MAKING CONTACT WITH PWR LINES. WHEN SPARKS APPEARED, I JUMPED APPROX 20 FT TO THE GND SUSTAINING A DISLOCATED HIP, BUT NO OTHER INJURIES. THE BALLOON CONTACTED THE PWR LINES CAUSING 1 TO BREAK. THE BALLOON SLOWLY LOST LIFT AND DSNDING TO THE GND WHERE MINIMAL FABRIC DAMAGE WAS OBSERVED. UPON CLOSER INSPECTION, 1 UPRIGHT TUBE DID SUSTAIN ARCH DAMAGE. IN ADDITION, 1 SUSPENSION CABLE BROKE. I WAS TAKEN TO A LCL HOSPITAL WHERE MY DISLOCATED HIP WAS ATTENDED TO. I WAS KEPT OVERNIGHT FOR OBSERVATION AND ARRIVED HOME LATE ON THE AFTERNOON FOLLOWING THE INCIDENT. I MAKE THIS RPT THE DAY AFTER MY RELEASE FROM THE HOSPITAL.

Synopsis :

BALLOON PLT LANDS ON PWR LINES.



**Time**

Date : 200210

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : 61B.Airport

State Reference : NV

Altitude.MSL.Single Value : 3200

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Pleasure

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1350

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 350

ASRS Report : 565055

**Events**

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

PART 91 AEROBATIC TRAINING/THRILL RIDE. NORMAL BRIEFING OF PAX, TAXI, TKOF, AND RTE OF FLT. PROB AROSE RETURNING FROM A SIGHTSEEING POINT OF THE FLT IN TRANSITION TO LNDG 61B. ACFT BEING FLOWN IS EXTRA 300L. APPROX 2.5-3 MI N AND W OF THE ARPT I STARTED THE SMOKE SYS AND BEGAN DISPENSING WHITE SMOKE AROUND THE LATERAL BOUNDARIES OF THE TFC PATTERN APPROX 3500 FT MSL, 500 FT ABOVE STANDARD TFC PATTERN AT 61B. FLYING AROUND TFC PATTERN WITH SMOKE ON, I ENTERED AN OVERHEAD APCH TO LNDG RWY 27L. DSNDING TO 3200 FT MSL ON THE INITIAL, I OBSERVED A HIGH WING CESSNA ACFT TAXI POS AND HOLD RWY 27L. I DIDN'T SEE THE HOLD PORTION AS I WAS ABOVE HIM. I MADE NORMAL APCH AND LNDG WITH SMOKE OFF AFTER THE TURN TO DOWNWIND. 3 DAYS LATER, I SPOKE WITH A GOOD FRIEND THAT WAS CONTACTED BY THE FAA AS TO AN EXTRA USING CARELESS AND RECKLESS BEHAVIOR, DISRUPTING THE FLOW OF TFC IN A NORMAL TFC PATTERN. OPERATING BELOW MSA'S, IN REF I IMAGINE TO SMOKE BEING DISPENSED, AND AEROBATIC MANEUVERS BELOW THE LATERAL BOUNDARIES OF CLASS B AND E AIRSPACE. I KNOW OF NO RULE WHATSOEVER TO PREVENT SMOKE FROM BEING USED IN THE TFC PATTERN IN AN AIRPLANE WITHOUT A LNDG LIGHT, NOR HAVE I FOUND ANYTHING IN THE FAR/AIM THAT PREVENTS OVERHEAD APCHS TO LNDG AT AN UNCTLED AIRFIELD. THE ACFT IS CAPABLE OF DOING THE MOST EXTREME OF UNLIMITED AEROBATIC MANEUVERS, BUT IS A PROPERLY EXECUTED OVERHEAD AEROBATIC? IS IT ILLEGAL TO COMMENCE WITH AN OVERHEAD IF AN AIRPLANE IS TAXIED TO POS AND HOLD? WHAT IS OPERATING TOO CLOSE IN AN OVERHEAD?

Synopsis :

DAYS AFTER FLYING AN OVERHEAD MANEUVER TO A LNDG, AN EXTRA 300L PLT FINDS THAT THERE HAS BEEN QUESTIONS ASKED ABOUT THE APPROPRIATENESS OF HIS ARR AT 61B, NV.

**Time**

Date : 200211

Day : Wed

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ROC.Airport

State Reference : NY

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZNY.ARTCC

Operator.General Aviation : Personal

Make Model : Experimental Aircraft

Mission : Business

Flight Phase.Descent : Intermediate Altitude

**Aircraft / 2**

Controlling Facilities.ARTCC : ZNY.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : Dash 8 Series Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 500

ASRS Report : 565488

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Transponder Prox Detector

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 100

Miss Distance.Horizontal : 100

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

VFR AT NIGHT FROM DET TO POU AT 13500 FT. WHEN MY FLT NAV SYS SUGGESTED STARTING MY DSCNT, I SET THE AUTOPLT VERT SPD AT 300 FPM. AT AROUND 12400 FT I NOTICED MY XPONDER PROX WARNING INDICATING A PLANE NEARBY. I THEN SAW LNDG LIGHTS IN MY R WIND SCREEN AT ABOUT 40 DEGS OFF MY DIRECTION OF FLT. IT DID NOT MOVE RELATIVE TO ME, SO I REALIZED WE WERE ON A COLLISION COURSE. I DISENGAGED THE AUTOPLT AND INITIATED A TURN TO THE L SINCE THE LIGHT WAS IN MY R VIEW. THE LIGHT FROM THE OTHER PLANE STILL DID NOT MOVE RELATIVELY. IT GOT CLOSER. I TURNED MORE. FINALLY I PUSHED THE NOSE OVER. THE OTHER PLANE PASSED TO THE L AND ABOVE. THE PROB HERE IS THAT THE OTHER PLANE COULD NOT SEE MY DIRECTION OF FLT AND SO TURNED R TO AVOID WHAT HE THOUGHT WAS ONCOMING. NEW LESSONS: 1) ALWAYS TURN R TO AVOID ONCOMING TFC EVEN IF IT IS TO THE R. 2) MOVE QUICKLY THROUGH IFR ALTS WHEN OTHER TFC IS AROUND.

Synopsis :

DUAL NULLIFYING EVASIVE ACTIONS FAIL TO AVOID AN NMAC BTWN A LANCAIR AND DHC8 IN A NIGHT OP 25 MI S OF ROCHESTER, NY.

**Time**

Date : 200211

Day : Sun

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1800

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Training

Flight Phase.Cruise : Enroute Altitude Change

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 135

Experience.Flight Time.Last 90 Days : 6

Experience.Flight Time.Type : 135

ASRS Report : 565932

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

THE FLT BEGAN WITH A HIGH WIND INFLATION. 2 STUDENTS OBSERVED THE INFLATION. WE THEN LAUNCHED CLBING AT A RATE OF 600 FPM, TO AN ALT OF 1800 FT MSL. UPON REACHING ALT, I BEGAN CALLING MY GND CREW ON THE RADIO ONLY TO FIND MY RADIO NOT OPERATING. I ELECTED TO REMAIN AT 1800 FT MSL TO GIVE THE GND CREW TIME TO COMPLETE PACKING EQUIP. ONCE I SAW THE CREW LOADED AND ON THE MOVE, I BEGAN A CTLED DSCNT TO 1200 FT MSL TO COMMUNICATE VERBALLY THAT I WOULD BE LNDG AS SOON AS PRACTICABLE, ONCE XING THE RIVER. ONCE THAT WAS CONVEYED TO THE GND CREW, I BEGAN TO ASCEND TO 2000 FT MSL TO COMPLETE THE FLT TRAINING. ONCE XING THE RIVER WE SELECTED A LNDG AREA, ASKED PERMISSION FROM THE LAND OWNER (FROM THE AIR). SHE CONSENTED AND WE LANDED WITHOUT INCIDENT. WE REMAINED INFLATED FOLLOWING THE STATIC LNDG SO THE GND CREW WOULD BE ABLE TO LOCATE US. THIS IS A PRIME EXAMPLE THAT YOU SHOULD CHK YOUR RADIOS PRIOR TO INFLATION AND LAUNCH OF THE BALLOON. WHILE I HAD NO PROBS, IF I WOULD HAVE NEEDED TO COMMUNICATE WITH MY GND CREW, I WOULD NOT HAVE BEEN ABLE TO.

Synopsis :

HOT AIR BALLOON PLT HAD COM RADIO FAILURE AND WAS NOT ABLE TO COMMUNICATE WITH HIS GND CREW.

**ACN: 566061**

## **Time**

Date : 200211

Day : Sun

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : TUL.Airport

State Reference : OK

## **Environment**

Ceiling : CLR

## **Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Pleasure

Flight Phase.Descent : Intermediate Altitude

## **Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 87

Experience.Flight Time.Last 90 Days : 6

Experience.Flight Time.Type : 87

ASRS Report : 566061

## **Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Rate Of Climb Indicator

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Regained Aircraft Control

## **Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE FLYING N (+/-10 DEGS) AT 2200 FT ALT, I DSNDED IN ORDER TO CHANGE MY HDG TO AROUND +/-350 DEGS. INTENDING TO DSND TO 550 FT AGL OVER A NON CONGESTED AREA, I DSNDED AT 300 FPM. AS I NEARED 600 FT AGL, I HAD SLOWED MY DSCNT (TO ROUND OUT AT 550 FT), BUT ENCOUNTERED TURB THAT SUDDENLY INCREASED THE SPD OF MY DSCNT. I RESPONDED BY ADDING HEAT, BUT WAS UNABLE TO LEVEL OUT UNTIL APPROX 400 FT AGL. I IMMEDIATELY ASCENDED TO 600 FT AGL. AFTER ADJUSTING MY TRACK TO TAKE ME TO THE AREA WHERE I WANTED TO LAND, I ASCENDED TO 1200 FT AGL AND CONTINUED THE FLT. I AM NOW MORE AWARE OF THE POSSIBILITY OF TURB AND WILL REDUCE MY RATE OF DSCNT AS I GET CLOSER TO THE GND.

Synopsis :

HOT AIR BALLOON PLT ENTERED TURB THAT CAUSED THE ACFT DSCNT RATE TO INCREASE.